SEPTEMBER 17, 1960 VOL. CCXLII. No. 3146 TWO SHILLINGS AND SIXPENCE

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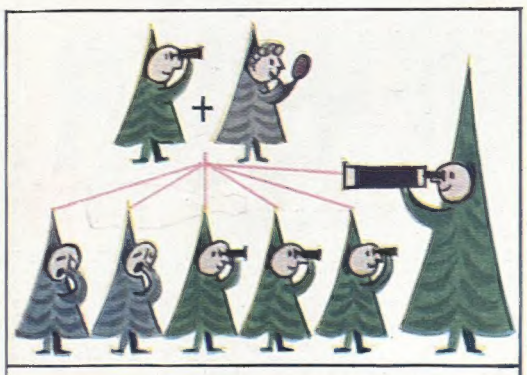
Nature Watching in SCHWEPPSHIRE



SCHWENDEL'S LAW. By the curious operation of Schwendelian genetics, it has been proved that if a Medium Keen Watcher is mated with an Unkeen Watcher, the offspring of the two heterozygotes is invariably 2 Unkeens, 3 Medium Keens, and 1 Very Keen Indeed—i.e. U x MK = 2U3MK1VKI.

NO. 6 WATCHER WATCHING. There is an increasing tendency among watchers who have watched all there is to be watched to watch watchers. Studies have been made of their habitat, particularly of the "kraal group" which tends to build backless huts. These "hides", though vulnerable from behind seem to be used to protect the observer from the thing observed. The groups may be familial in origin, for the Chief Watcher, or leader, usually identified by the possession of the largest field glasses (but also, curiously, the smallest camera) is sometimes joined by Immatures, guided by some unexplained migration sense. A motive seems to be the desire for food, which often consists of bananas or some glutinous material very similar to our sandwiches. These are often wrapped in a caul-like substance resembling cellophane. After the meal this curious wrapping, together with the skin of the banana, is thrust under a bush in the primitive belief, no doubt, that new bananas or sandwiches will spring from the "seed" or "bulb" thus planted.

Written by Stephen Potter; designed by George Him

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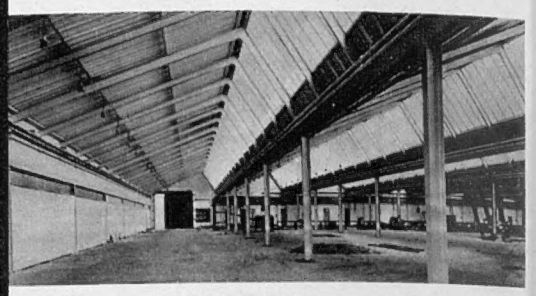

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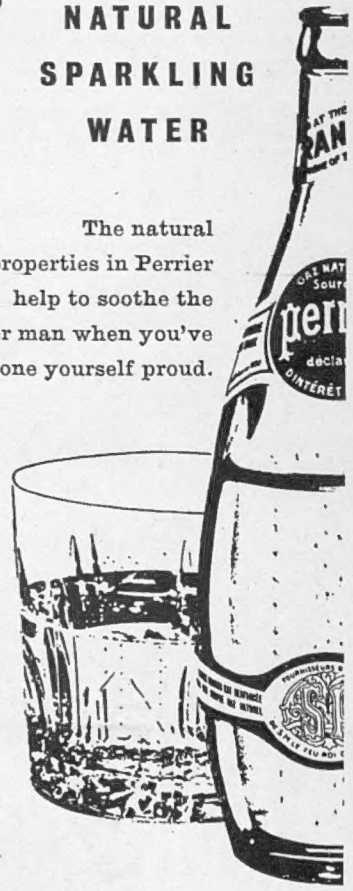

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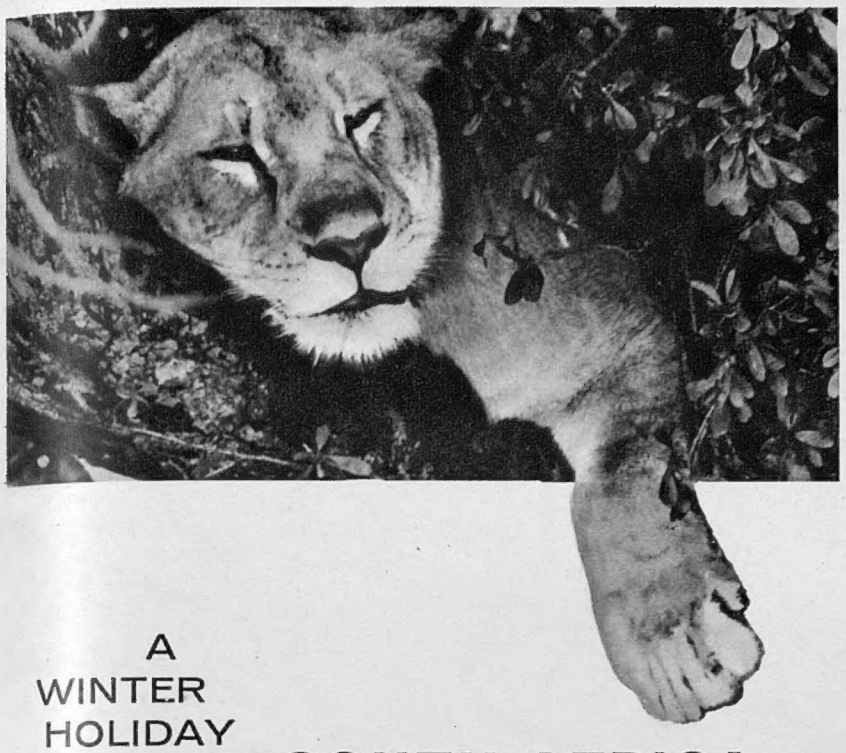

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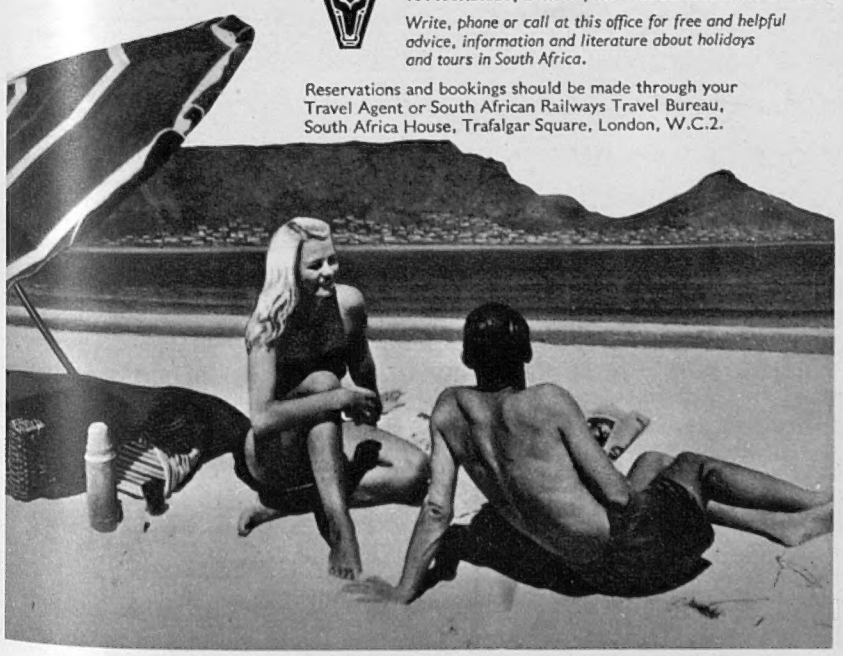

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Volume CCXLII No. 3146

THE SPHERE

LONDON, September 17, 1960

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ROYAL HOLIDAY ON DEESIDE

In the grounds of Balmoral Castle, the infant Prince Andrew is the centre of attraction in the family group with the Queen and the Duke of Edinburgh, the Prince of Wales and Princess Anne. The young Prince, who is making his first visit to Scotland, will be seven months old next Monday (September 19). On the same day, the Prince of Wales returns to school after the summer holidays. Last week, the Royal Family paid their traditional visit to the Braemar Gathering where they watched the games from the Royal Pavilion. In Edinburgh, next month, the Queen is to address the opening of the General Assembly of the Church of Scotland. Her visit (the first by a reigning Monarch for over 350 years) will take place during the celebrations of the fourth centenary of the Scottish Reformation

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NEWS SUMMARY

A critical week for U.N.; what is Congo's constitution?; more trouble over Berlin; Labour's important choice; two Far Eastern danger spots

INTERNATIONAL

The United Nations early this week was faced with a variety of subjects ranging from Congo to an appeal from Cyprus for aid in fighting a horse disease.

In **New York** the Security Council was meeting to discuss Congo in a session summoned at the request of Mr. Hammarskjold. Russia had also asked for a meeting and so, rather surprisingly, had Yugoslavia. The Yugoslavs, from the tone of their letter to the Secretary-General, appeared to be following the Soviet line of supporting Mr. Lumumba and charging the U.N. of attempting to overthrow his "legal" Government.

Constitutional points about Congo were dealt with by Mr. Hammarskjold in his forthright speech last Saturday. He was of the opinion that President Kasavubu was within his rights in dismissing Mr. Lumumba from the Premiership, but that Mr. Lumumba, as Prime Minister, had no constitutional backing for his declaration that he had removed President Kasavubu from office. (The Congolese constitution has to be interpreted from a Basic Law which in turn derives from the resolutions of last February's Brussels constitutional conference attended by Belgian and Congolese representatives. It is laid down that the President's enactments shall be effective when countersigned by a "wholly responsible" minister. President Kasavubu's dismissal of Mr. Lumumba was countersigned in this manner.)

Mr. Hammarskjold also drew a grim picture of the state of affairs in the Congo. He declared that Mr. Lumumba's Congolese National Army had been guilty of genocide (race murder) in slaughtering defenceless civilians as well as combatants. There had been "a shocking massacre" of hundreds of members of the Baluba tribe in the Bakwanga region. His references to genocide, which is an international crime, and to intervention in Congo from outside by Belgium and Russia, were taken to indicate that the Secretary-General was preparing to advocate still stronger United Nations action to meet threats to world peace and security.

Having heard Mr. Hammarskjold's report, the Security Council adjourned for two days. In the interim period, the question of what was the legal Government of Congo became more acute. Two rival Congolese delegations set out for New York. One was led by Mr. Bomboko on behalf of Mr. Joseph Ileo, who had been asked by President Kasavubu to form a new Government. This delegation was permitted to fly from Brazzaville, in the other Congo, which was formerly French Congo. However, a party of Mr. Lumumba's supporters, also aiming to fly from Brazzaville, was turned back by the authorities there. It was in face of this confused situation that the Security Council was due to resume its deliberations.

Meanwhile, leaders of thirteen nations had announced their intention of attending the United Nations General Assembly for the disarmament debate next week. They were Mr. Khrushchev and the leaders of his European satellites; President Tito, chief of the "third force" in Communism; President Nasser; President Sukarno of Indonesia and President Sekou Touré, of Guinea, who, having visited Moscow, was travelling to the United States by way of China. In New York the authorities announced that Mr. Khrushchev, Mr. Kadar of Hungary and General Shehu of Albania would not be permitted to leave the confines of Manhattan Island. This unprecedented diplomatic step was regarded as a severe rebuff to the Communists.

GERMANY

Last week the East Germans again imposed restrictions on the entry of West Germans and West Berliners into East Berlin. Similar restrictions had been enforced for five days earlier this month during the meetings of ex-P.O.W. associations and refugee organisations in West Berlin. No time limit was announced for the new travel ban, which was immediately denounced by the Western allies as a "flagrant violation" of international undertakings. It was reported that the West was considering taking counter-measures. These might have serious effects on East German trade. At the same time reports from East Germany stated that Herr Ulbricht, the Communist leader, was making a bid, through the other Communist leaders, to be invited to the United Nations General Assembly in New York. The majority of U.N. members do not recognise East Germany.

King Hussein of Jordan is seen in the Royal Palace in Amman with Bahjat Talhouni, the former *Chef de Cabinet*, who was appointed Prime Minister after the recent assassination of Hazza Majali. Up to the beginning of this week there had been no reports of the United Arab Republic replying to Jordanian complaints of alleged Syrian complicity in the crime

AUSTRIA

Another matter which may demand the attention of the United Nations Assembly is that of the South Tirol. Dr. Kreisky, the Austrian Foreign Minister, stated at a Press conference in **Vienna** that his Government hoped a majority could be found at the U.N. Steering Committee for it to be placed on the Assembly's agenda. The South Tirol dispute between Austria and Italy dates to the end of the First World War, when the area formerly in the Austrian Empire was ceded to Italy. Dr. Kreisky declared that he wanted a "sober" approach to the solution of this controversy, which basically turns on whether the region should be regarded as ethnically and politically Italian or Austrian.

GREAT BRITAIN

The Divisional Labour Party of **Ebbw Vale** is due to meet to-day (September 17) to name their candidate in the forthcoming by-election caused by the death of Mr. Aneurin Bevan. Mr. Bevan had a majority of 20,922 at the last election. In view of the current disruption among the Socialists on matters of defence and nationalisation, which were plainly reflected in the recent Trades Union Congress, the general public is very interested to see whether Mr. Bevan's successor, in one of the safest seats in the country, comes from the right, centre or left of Labour's ranks. There are 219 members of the Ebbw Vale Divisional Party. They can either choose from the short list already prepared by the selection committee or nominate another candidate.

On-the-spot tickets imposing fines for certain car-parking offences were to come into force in **Central London** last Thursday (September 15). The offences are: (1) leaving a vehicle on the road at night without lights or reflectors; (2) parking in a forbidden place or loading or unloading there; (3) failure to pay street parking meter dues. "Tickets" can be issued by police or traffic wardens. The offender can either pay a fixed fine of £2 within twenty-one days, or face prosecution and the possibility of a higher fine. A new motoring measure which came into operation all over Britain this week was the voluntary testing of vehicles of over ten-years-old. Tests can be made at any of 12,500 garages. Each displays a sign consisting of three white triangles on a blue background, which denotes that the establishment is an official car-testing centre. It is understood the testing system will be made compulsory later in the year.

LAOS

Last week-end the country was faced by the possibility of another crisis, the second in little over a month. Prince Souvanna Phouma, who became Prime Minister on September 2 after the military *coup* against the previous government, was challenged by Prince Boun Oum, the Government Inspector-General. The latter, in a broadcast from **Savannakhet,** in south Laos, accused the Prime Minister of failing to repel Pathet Lao (Communist) attacks. Boun Oum then "abrogated" the Government's constitutional rights and declared martial law. In **Vientiane,** the capital, Souvanna Phouma countered by declaring a state of emergency and summoning anti-Communist leaders to talks.

FORMOSA

Lei Chen, leader of a group aiming at forming an opposition party in the Nationalist Chinese Parliament, is reported to have been arrested and imprisoned in **Taipeh.** Lei Chen and a number of other men, who are regarded as undoubtedly anti-Communist in their views have been demanding an end to the one-party rule of Chiang Kai-shek and charging his regime with corruption. At one time Lei Chen was an adviser to the Generalissimo and left China with him when the Communists took over the Government.

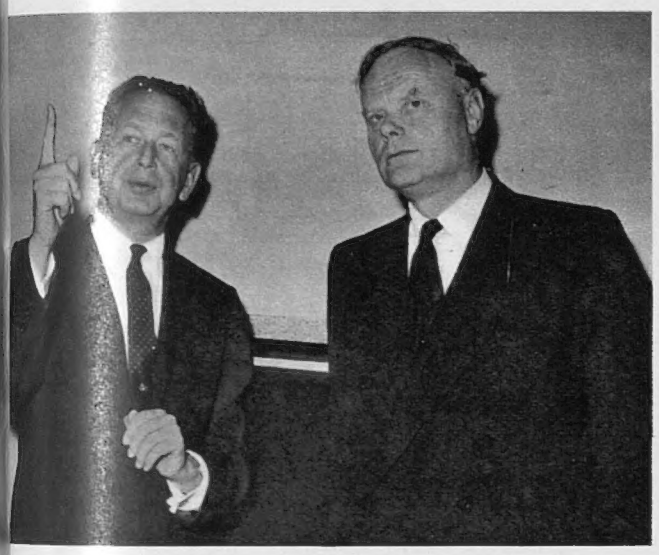
THE UNITED STATES

Hurricane "Donna" which originated in the Caribbean (see picture from Puerto Rico on page 408) reached the south-west coast of Florida last Sunday. Such was the fury of the elements that at least four people lost their lives, and heavy damage was caused to buildings and crops. United States officials termed it "a major disaster." Twenty-four hours later "Donna" had devastated parts of South Carolina and was heading for New York.

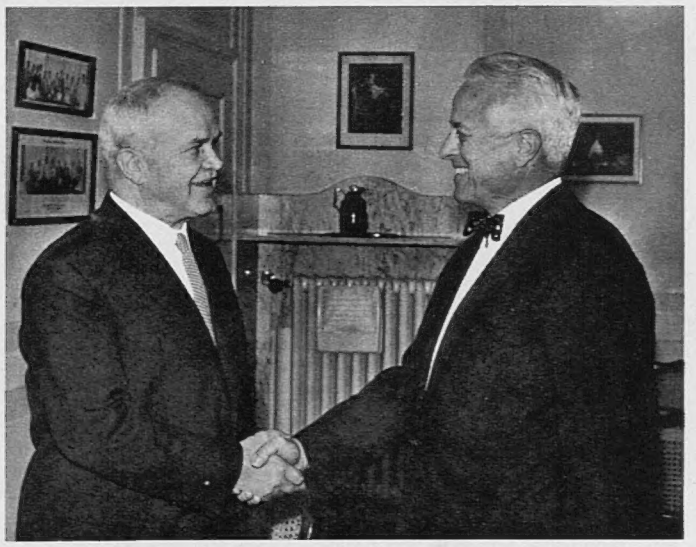
THE NEWS IN PICTURES

ST. PADDY, THE DERBY WINNER, HAS AN EASY VICTORY IN THE ST. LEGER

Sir Victor Sassoon's St. Paddy, with Lester Piggott up, comes in ahead of Mr. J. McShain's Die Hard (almost completely hidden), and Sir Winston Churchill's Vienna, to gain a convincing win in the St. Leger. The race at Doncaster was run last Saturday. Oak Ridge was fourth. St. Paddy, who also won the Derby, started 6-4 on favourite, and lay well up throughout. With a quarter of a mile to run, he moved easily ahead to win comfortably. He was never off the bit during the whole race. St. Paddy's time was about 12 seconds outside the record for the St. Leger. The fancied French colt, Anaram II, finished at the back of the field of ten. This St. Leger victory was the first for both Sir Victor Sassoon and Lester Piggott. With the £30,378 prize money from the race, St. Paddy has won over £71,000 for Sir Victor this season



SIR PATRICK DEAN FOR THE U.N.



MR. MOLOTOV RETURNS TO EUROPE

Mr. Molotov, the first discredited Soviet Minister to be recalled from exile, is seen in Vienna with Mr. Sterling Cole, Director-General of the International Atomic Energy Agency. Mr. Molotov has recently taken up his appointment as Resident Representative of the U.S.S.R. to the Agency. Before he was banished to Outer Mongolia as Soviet Ambassador at Ulan Bator in 1957, Mr. Molotov was Stalin's right-hand man, and was Russia's Foreign Minister for some years. He was also Prime Minister for a time. Mr. Molotov was sent to Outer Mongolia when Mr. Khrushchev was consolidating his position

Far left: In New York, the U.N. Secretary-General, Mr. Dag Hammarskjold, is with Sir Patrick Dean, the new permanent representative of the United Kingdom at the U.N. Sir Patrick had been Deputy Under-Secretary of State at the Foreign Office since 1956. Aged fifty-one, he succeeds Sir Pierson Dixon, who has been appointed British Ambassador in Paris

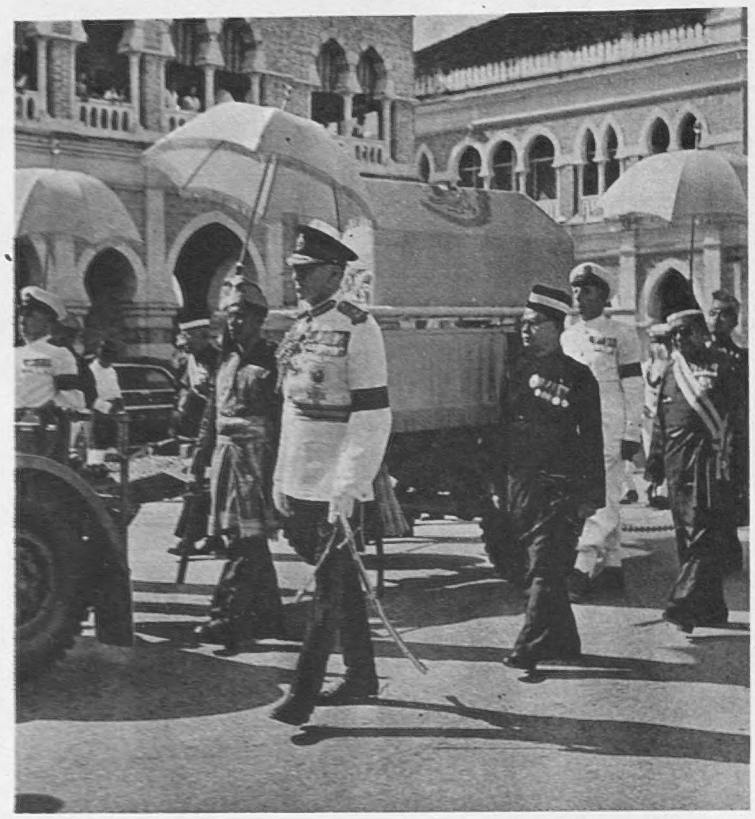
MARTIN AND MITCHELL—AMERICAN "DEFECTORS" IN MOSCOW

William H. Martin (*left*) and Bernon F. Mitchell, both employees of the top-secret United States National Security Agency, are seen at a Press conference in Moscow last week. They had been missing from America since they went on holiday on June 24. At the Press conference, which was attended by Western and Communist reporters, Martin and Mitchell said that the U.S. was spying not only on Communist countries, but on her own allies as well. They stated that over forty countries were affected by the interception of secret communications through a world-wide system of about 2,000 listening posts. Both Martin and Mitchell renounced their American citizenship, and asked for Soviet citizenship

MR. SERGEYEV (LEFT) AND DR. KUTCHUK, THE CYPRIOT VICE-PRESIDENT

Diplomatic visitors to the new Cyprus Republic included the Soviet Ambassador to Greece, Mr. Sergeyev. He conferred with Archbishop Makarios and Dr. Kutchuk, the Cypriot Vice-President. Mr. Sergeyev went on a sightseeing tour to "meet the people" in Kyrenia and north Cyprus. In diplomatic circles on the island, Mr. Sergeyev's visit was regarded as primarily for propaganda purposes. Another visitor to Cyprus was Mr. Wen Wan-ning, the Nationalist Chinese Ambassador in Athens, who had talks with Archbishop Makarios on the beginning of diplomatic and trade relations between nationalist China and Cyprus

ARCHBISHOP MAKARIOS AND MR. NING



THE FUNERAL OF THE SUPREME RULER OF MALAYA

The coffin of Sir Hisammudin Alam Shah, the Yang di-Pertuan Agong of the Federation of Malaya, is borne on a gun-carriage through Kuala Lumpur. From the Malayan capital the coffin was taken to the Royal Mausoleum in Klang, in Selangor, of which State Sir Hisammudin was Sultan. Under the Federal Constitution, the new Supreme Ruler of Malaya will be elected from among themselves by the rulers of the Malayan States. He will be the third Yang di-Pertuan Agong since the country achieved its independence. (See also Voice of the Commonwealth, p. 419.)

SENEGAL'S POET-PRESIDENT

Far right: M. Leopold Senghor (wearing spectacles) stands with M. Mamadou Dia, the Senegalese Prime Minister, as they drive from the National Assembly building in Dakar. M. Senghor, who is a poet as well as a politician, had just been elected first President of the Senegalese Republic. The election followed Senegal's break last month from Soudan in the Mali Federation

HURRICANE IN THE CARIBBEAN

Houses in Humacao, on the east of Puerto Rico, lie in ruins after the passage over the island of the hurricane Donna. High tides and torrential rain in the wake of the hurricane wreaked yet more devastation in the Caribbean. On Puerto Rico, the first official lists gave over 70 people dead and more than 200 missing. Humacao, a town of 11,000, suffered worst —44 bodies were recovered. The hurricane first struck Anguilla, the northernmost island of the Leewards, leaving more than a thousand homeless. It was reported to have devastated the low-lying island of Anegada, and the observer in a reconnaissance aircraft flying low over Sombrero could count only 15 of the 40 people known to live there. The frigate H.M.S. *Ulster* arrived at Anguilla with food and medical supplies. After Donna had passed through the Leeward Islands, there remained a scene of desolation; most buildings, crops and installations having been destroyed

THE NEWS IN PICTURES

The ninety-second Trades Union Congress, meeting at Douglas in the Isle of Man, reflected the struggle in the Labour Party between those favouring unilateral nuclear disarmament and those supporting the official Labour defence policy. By a majority of over a million votes, the Congress approved the unilateral nuclear disarmament resolution put forward by Mr. Frank Cousins of the Transport and General Workers' Union. It was supported by the Amalgamated Engineering Union with its 900,000 votes. The Congress also approved the Labour Party's official defence policy statement, affirming collective security on the basis of the nuclear deterrent. The A.E.U. voted for this motion as well. In many circles this remarkable result was regarded as another blow to the stability of the Labour Party's present policy and leadership. The Congress then approved a composite motion reaffirming its belief in the common ownership and democratic control of those sections of industry vital to the country, and calling for the extension of the principle on a selective and progressive basis. One significant point in the motion is that it substituted the word "control" for "ownership" in Clause 4 in Labour's Constitution. The third important debate of the Congress concerned the report on strikes and shop stewards. Sir Thomas Williamson, on behalf of the General Council, and Mr. Douglass, leader of the steelworkers', called for a stronger line against unofficial troublemakers inside the Unions

MR. COUSINS, GENERAL SECRETARY OF THE T. AND G.W.U., AND MR. NICHOLAS, ASSISTANT SECRETARY

SIR VINCENT TEWSON, RETIRING GENERAL SECRETARY OF THE T.U.C., AND HIS SUCCESSOR, MR. WOODCOCK

MR. C. BARTLETT, CONGRESS PRESIDENT

MR. CARRON, PRESIDENT OF THE AMALGAMATED ENGINEERING UNION

Last week Mr. Watkinson, Britain's Minister of Defence, had talks in London with his "opposite numbers" from three other European countries. With Herr Strauss, of West Germany, he discussed the Anglo-German co-operation in military research and development and the possibility of the standardisation of some weapons. A communiqué issued before Herr Strauss returned to Germany said the two Ministers "took note of the progress made since their last meeting." In particular they discussed the Nato requirement for a short-range surface-to-surface guided missile for use on land. It is understood that Britain would like the projected Blue Streak to be this weapon. But it is not known how far West Germany and other Nato members would be prepared to accept it. Mr. Watkinson's other two guests were Hr. Handal, of Norway, and Herr Graf, of Austria. They accompanied him to the opening of the Farnborough Air Show. Later at a dinner in London in honour of Hr. Handal Mr. Watkinson said that the best hope for peace lay in the Free World's defensive alliances

HERR STRAUSS (LEFT) AND MR. HAROLD WATKINSON

NORWAY'S HR. NILS HANDAL

Mr. Patrice Lumumba (centre) is surrounded by supporters after gaining a vote of confidence from the Congolese Senate

Mr. Lumumba and President Kasavubu have a drink together in Leopoldville. The picture was taken at a reception early this month

The fortunes of the various rivals in the struggle for power in Congo were continually changing last week. Mr. Lumumba, sacked as Prime Minister by President Kasavubu, went to the Senate and received an overwhelming vote of confidence. Later some senators alleged the vote had been "rigged." Meanwhile, in the eyes of President Kasavubu's followers, the legal Prime Minister was Mr. Joseph Ileo, formerly President of the Senate. Elsewhere in the country, President Tshombe, of Katanga, had declared he regarded his Province as a separate state, but was prepared to come into economic union with President Kasavubu. The other separatist, Mr. Kalonji, was reported to be assembling volunteers to establish independence in Kasai Province.

Lumumba supporters cheer wildly on hearing their leader has received the Senate's confidence

Volunteers arrive for Mr. Albert Kalonji's forces be

Mr. Joseph Ileo, named as Premier by Kasavubu

Two women walk past the ruins of homes in Luluab

cruited in Elisabethville to "liberate" Kasai Province

Mr. Moise Tshombe, the self-styled President of separatist Katanga, talks with Press representatives

A U.N. official is searched by Congolese troops

THE RIVALS IN CONGO

Mr. Albert Kalonji (*centre*), "President" of Kasai Province, displays the flag of his separatist state

isai Province. The town was devastated during inter-tribal fighting

JOHN CONNELL

COMMUNISM'S CHILL EAST WIND

When, a little less than twenty years ago, I let myself be drafted out of regimental soldiering and the noisy ardours of the night blitz on London, almost the first lesson which I learned was that there was nothing spectacular or melodramatic about military intelligence. It consisted in the main—I suppose it still consists—of the slow, careful, meditative piecing together of scraps of hitherto disconnected information, of a tested and never entirely accurate capacity to read the enemy's mind, and of the cautious use of that capacity in the effort to make sense out of the pattern of information: a job not unlike that of a C.I.D. detective, or an efficient news-editor, in the world to which, when I was not disguised as a soldier, I properly belonged.

The interpretation of Communist external policy and diplomacy demands, I have long since discovered, very similar qualities. There are able men who make it their life's task. They are the true *savants* in this field; before their eyes the jigsaw puzzle stretches endlessly, timelessly. With infinite patience they fill in a little gap here, a little gap there. It must be infuriating when an admitted amateur breezes into their quiet sanctum, rosy with whisky and Fleet Street gossip, casts a bright, casual glance over the enormous board, chuckles loudly and says: " But, old boy, *look*—that bit over there, with the ugly bit of cloud, surely he goes in up there, top left-hand corner. Too easy, my dear Watson! "

I have a comfortless suspicion that, for once, I am that interloper, though perhaps a little less offensively happy-go-lucky. For I have

A demonstration outside the Waldorf Astoria hotel in New York to protest against the possibility of Mr. Khrushchev staying there during the U.N. Assembly

been pondering, during many weeks, the curious inconsistencies, the persistent mixture between aggressiveness and caution, the evasions and the equivocations which have all been characteristic of Russian foreign policy ever since the failure of the Summit Conference in May. I do not come in as an entirely ignorant or negligent newcomer; and I hope that I advance my suggestions with appropriate diffidence and humility.

The particular area of the puzzle that has held me up lately concerned Mr. Khrushchev's much-publicised decision to attend this year's U.N. Assembly meeting in person, accompanied by a phalanx of heads of government from other Communist countries. What is his real reason for disregarding the protocol, to which usually the Soviet Union attaches the utmost importance? To exert his own persuasive charm in wooing the Afro-Asians? To use New York as a convenient stopping-off point on his way to Cuba, and to exploit the Cuban crisis—and any other issue that lies handy, including perhaps the deliberate administrative starvation of Negro children in Louisiana—to embarrass and exasperate President Eisenhower and Mr. Nixon, without helping Mr. Kennedy; and to sound off as ferociously as he can about American anti-Soviet espionage activities, in order to make as much mischief as he can?

He is bound, I think, to try all these lines; but I believe them to be subsidiary to his main purpose. In the hurricane of political news and comment which has raged in recent weeks (a hurricane in which this country has been an isolated patch of fantastic calm, because the Prime Minister has urbanely but stubbornly refused to recall Parliament), two obviously connected, yet trivial and little noticed, pieces of information lodged like driftwood in the caverns of my mind. The first was the odd stress laid, in the original Moscow announcement, on the fact that Mr. Khrushchev and the leaders of all the Communist countries, *except China*, would attend the U.N. Assembly in person. Why on earth, I asked myself when I heard it, should Moscow make that point? This small spar bobbed about between the rocks and the sand for a week. Then the second was brought in on an evening tide: Mr. Khrushchev had written to Mr. Nehru urging him to join the galaxy of Red nobs in New York, and after a very proper interval for thought Mr. Nehru had refused.

In military intelligence any sensible officer cherishes the memory of a rare *coup*—the splendid moment when he puts an isolated " 2 " alongside a similar hitherto unaccompanied digit, and they make " 4 "—and ignores and forgets the countless occasions on which the sum does not come out easily or at all.

I believe that, for once, I have put two and two together, and that they add up to four. I believe that Mr. Khrushchev's real purpose in taking his circus troupe to New York, and in asking Mr. Nehru to accompany him as a guest star, is to dramatise the issue of disarmament. I believe that he is desperately in earnest about this, and that it dominates his thought and his policy-planning far more than is generally realised in the West. He is angry with, suspicious about and resentful against, the United States; he credits the Administration with a far more bellicose temper than in fact it possesses; he is eager to exploit its difficulties (such as Cuba) and to get in first into Africa, if he can, as the European Powers move out and before anti-imperialist carpet-baggers settle down to create a whole series of new Liberias. But these are side issues. His gravest problem, by far, is China.

It might be expected that, in his present plight, Mr. Khrushchev might earn himself a good deal more understanding, if not friendship or sympathy than he does here in the United Kingdom. After all, more than once in the past fifteen years we have known the difficulty and the danger of being indissolubly bound to a vastly more powerful ally, whose leaders have been ready and eager to launch a war, risking its rapid transformation into a total global, nuclear conflict; and our statesmen have had to deploy a great deal of tact, patience and finesse to prevent such a catastrophe.

This is now Mr. Khrushchev's pickle; or, to be precise, he sees it coming in the near future, and the prospect alarms and distresses him greatly. The Chinese, he has good reason to fear, may prove a great deal more intransigent in face of his persuasions, once they have been able to produce, on their own soil and by the employment of their own technicians, an atom-bomb. For the moment " he has the maxim gun, and they have not "—and for maxim gun read, if you like, either a nuclear or thermo-nuclear device.

Mr. Khrushchev genuinely believes in, and desires, peaceful co-existence between East and West (though his idea of what is peaceful does not coincide with ours in all particulars). The Soviet Union is in the middle of what Professor Rostow has so succinctly defined as " economic take-off." The supply of consumer goods is beginning to meet, satisfy and re-stimulate demand; a quite large section of Soviet society lives well above the margin of subsistence; a second-generation *élite* with a strong vested interest in a stable and peaceful regime has come to maturity. If it were not for the inalienable attachment to China, which is deeply rooted in the two ruling groups' shared history, the Soviet Union to-day would in almost every respect resemble Victorian Britain, in her external policy as much as she does in her internal social structure.

But there are the Chinese leaders, seriously, and (from their point of view) with a stern if terrible logic, considering launching an all-out atomic conflict, because they have carefully calculated the effect of nuclear devastation on the Western and Communist systems. According to several Yugoslav Communists, who are usually slightly more welcome in Pekin than they are in Moscow, the Chinese ruling junta are prepared to face the prospect of 300,000,000 dead of their own kind, if the outcome of this appalling holocaust were to be the triumph of world Communism. Deliberately omitted from this calculation are the consequences to the Soviet Union; and Mr. Khrushchev, who knows very well that the American Strategic Air Service would be bound to hit first at the centre of the Russian homeland—for geographical reasons, if for nothing else—has no illusions about the number of casualties he would have to face.

Any idea of an open pact of non-aggression with the West would, at present, rouse all China's indignation and suspicion. All that Mr. Khrushchev can do, therefore, is to play disarmament for all he is worth, in order if possible to blunt the cutting edge of Communism's east wind. There is nothing phoney or diversionary about this effort. Mr. Khrushchev, I am convinced, is a deeply-worried man in a hurry.

General de Gaulle and Signor Fanfani, the Italian Prime Minister, are saluted by the Guard of Honour outside the French President's residence at Rambouillet, near Paris. Signor Fanfani was about to return to Rome after a day of conversations with the President. No communiqué was issued but it was understood the talks could be regarded as part of the French leader's current drive for greater unity in the West. On the following day at a Press conference in Paris, General de Gaulle outlined some of his ideas for achieving this unity. Without any sacrifice of individual sovereignty, he thought the West European nations should form " a concert of responsible governments," working closely together on matters of politics, defence and economics. Nato should be reorganised and modernised. Regarding Algeria he said there could be no negotiations with the rebels until they had accepted his cease-fire offer. He firmly rejected any proposals that the U.N. should intervene in Algeria

STRENGTHENING WESTERN UNITY

b

Senior officers of British and Commonwealth Armies attended the conference at Camberley of the Chief of the Imperial General Staff, Sir Francis Festing. The fifteenth of its kind, the exercise was designed to study problems facing the Army in 1965. From left in the front row are Major-General J. B. Quill (U.S.A.); Brigadier D. J. McKenzie (Australia); Major-General R. E. B. Long (C. of S. Rhodesia and Nyasaland); Major-General H. T. Alexander (C. of S. Ghana); Major-General Sir Stephen Weir (New Zealand); General Sir Gerald Lathbury (Eastern Command); Combat General S. A. Englebrecht (South Africa); General Sir Cecil Sugden (Q.M.G.); General K. S. Thimayya (India); General Sir Dudley Ward (C.-in-C. Middle East); Admiral Sir Caspar John (First Sea Lord); Mr. H. Watkinson (Minister of Defence); Field-Marshal Sir Francis Festing; Mr. H. Fraser (Under-Secretary of War); Admiral Sir Alexander Bingley (C.-in-C. Mediterranean); General Sir Richard Hull (C.-in-C. Far East); Lieut.-General Sir Ian Riches (Commandant-General, Royal Marines); General Sir James Cassels (C.-in-C. B.A.O.R.); Major-General H. Sparling (Canada); General Sir Horatius Murray (C.-in-C. Allied Forces, Northern Europe); Major-General Malik Haq Nawaz (Pakistan); Air Vice-Marshal W. J. Crisham (A.O.C. 2nd Tactical Air Force, Germany); Major-General H. W. G. Wijeyekoon (Ceylon); Lieut.-General Sir Rodney Moore (G.O.C. Malaya) and Lieut.-General Sir Richard Goodbody (Adjutant-General)

Commanders in Africa—Major-General R. E. B. Long and Major-General H. T. Alexander

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

GAITSKELL'S SURVIVAL? Some of the political prophets on the eve of the T.U. Congress emphatically assured their readers that Mr. Gaitskell's defence policy was doomed to defeat and that Mr. Cousins would command an assured majority of a million votes. Nothing, these seers added, can save Mr. Gaitskell at this " dress rehearsal " for the Labour Party's October conference, short of an unexpected last-minute switch by one or two of the big unions. A useful hedge. I would always be loath to join the prophet-band on any political forecast, most of all in Socialist politics, and certainly not when I am enjoying a brief holiday in Scotland, and lagging far behind the news. A prophet must prophesy confidently if he wants a hearing, and I would only venture to say that Mr. Gaitskell has before now shown a remarkable power of saving his skin, that trade unions sometimes reverse their decisions with startling suddenness, and that clear pointers, forged at T.U. Congresses, sometimes are blunted at Labour Party Conferences. If Mr. Gaitskell in recent years had been but one of many widely acceptable party leaders, it may well be he would have suffered eclipse before the autumn of 1960. His strength has lain in the absence of rivals for his post; that is, rivals possessed of 50 per cent. of the backing he has so far managed to preserve. There are A and B and C who all offer qualities of leadership and have their followings, but somehow their disqualifications have always just weighted the scale against them. Mr. Gaitskell has hitherto managed with adroitness to keep the scales from tipping against him. He has maintained his position as " the best you can hope for " in an imperfect political world.

A BIT OF GOOD NEWS. For weeks on end of late the political and social news broadcast at 9 p.m. or 10 p.m. has been as depressing as the weather forecasts. Thunder and rain, murders and disasters, riots and strikes. We have come to believe that the handsome young men who read out the bulletins would announce a piece of good news, if they found it, as impersonally and coolly as they broadcast the daily dozen of disasters. They must be so unused to good news that they would be puzzled how to treat it enthusiastically (as we should receive it). Perhaps the Rome Olympiad will continue to the end to re-accustom them to occasional gleams through the black clouds which shut us in. Take a single evening's sample: Jordan's Premier murdered with forty-four more deaths or maimings; sixty-three killed in an airliner crash off Dakar; a free-for-all riot at a boxing match at Porthcawl; a " state of siege " at Kentish Town; ruined crops; astronomical losses to

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shipping lines using the Mersey; the Congo and three other hot spots in Africa still at boiling point; further outlook, unsettled with storms and thunder, severe in places. A typical example of our daily fare for weeks on end, but it contained a single plum: " Another bronze medal for Britain." We are used to thunder and used to rain. We have come to expect that the news will be bad from all the soft spots on this earth's cracked surface. Perhaps we have come to expect that the only good news can come from what were once regarded as mere recreations, and perhaps that is the reason why now we have elevated sports to the status of matters of moment. It is in human nature to take seriously such matters as may afford us occasional comfort and pride. It might be profitable for the nation's morale to start the day's bulletin with the good news, if any, so that we could steel our nerves for the bulk of disasters to follow. Let us raise the bronze medal to first place in the bulletin and then—switch off.

MOTHER HUBBARD BE DAMNED. The scientists are beginning to relent on the question of over-population and world starvation in the offing. They tell humanity (from Cardiff) that philo-progenity is quite O.K. for years ahead and that science can, and will, produce all the food the world's ever-increasing population can possibly need; and delicious, nutritious food, too. Biochemistry will treble the yield of grain per acre. Science will process leaves, grass, weeds and haulm, and package them into delicious foods. Flabby rice will cease to feed the undeveloped, starving millions in Asia, and unlimited plankton from the sea, turned into easily digested meals, will build a healthier race of men. There is nothing for despair even in our tiny island. Immigration from the Commonwealth can continue unchecked and mortality statistics may constantly and safely improve. When I was told not long ago that there are more acres in Yorkshire than there are words in the Bible, I rejected it as incredible. Now I am persuaded of its truth. It seems we have still 17,000,000 acres in our island completely virgin and undeveloped, and all in due course can and will provide 5 tons per acre of grain. In short, all over the world, the human race stands on the threshold of a very high standard of living and unlimited leisure. " Unless we all go mad," a glorious time lies just round the bend. Apparently we are still reasonably sane. It is when I think of the processed plankton and weeds and, still more, of that *unlimited leisure* that I hesitate to throw up my hat and thank God and the scientists for what lies " round the bend."

" DIDN'T KNOW WHAT HIT HIM." The first police patrols who drive over our roads in nicely colour-camouflaged police-cars can be assured of good hunting in pink (or blue or beige), if they regard the speed restrictions imposed still on lorries and trailers as anything but a joke and a dead letter. I should say that one in four heavy lorries utterly and with impunity disregards those rules and drives along at 45 m.p.h., passing the " slow coaches " and preventing the 50-m.p.h. private drivers from passing them in safety. And if that now common practice does not increase the dangers of the roads, I don't know what does so. I have lately driven over hundreds of miles of our roads from Pembroke to Northern Scotland and I think it is no exaggeration to say that, while the majority of lorry-drivers are careful and courteous, at least 25 per cent. regularly and ruthlessly disregard their speed limits. The first hint that a police car is in the offing, of course, instantly reduces their speed. They are often checked by a frustrated motorist who pretends to take and write down their numbers when at last he has managed to get past them safely. When the man-in-blue is hidden in a disguised car, he should be able to treble the work of the magistrates' already overloaded weekly calendars, if he take his duties seriously; and if all the " disguised " patrols do that conscientiously for a fortnight, one menace of the roads might well be reduced, at the cost of interfering with many industrial time-schedules for deliveries, based on disregard of the law of the land.

A new general-purpose frigate of the Tribal class, H.M.S. *Nubian*, is launched at H.M. Dockyard, Portsmouth

THUNDER AND LIGHTNING. The people who live in Chile or Turkey may well envy this blessed isle where convulsions of nature on any serious scale seldom happen. And we ourselves, amid all our grouses and discontents, are not so ungrateful as to forget these blessings. Perhaps that very constancy of immunity from major natural convulsions keeps our ears to the ground for signs of deterioration. We have our cloudbursts and rare whirlwinds, ruined harvests locally and flooded village houses, but disasters of the size of Lynmouth or the old Moray floods are rare and are remembered as historical events for a century. So it may be that people in Britain who do keep their ears to the ground are wondering if we have not this summer had a very remarkable dose of thunderstorms, almost continuously recurring for weeks on end of a wet summer. I have always been a keen recorder of local weather and I have never known such continuous prevalence of thundery-type weather nor such damage resulting from lightning. As a nation, we are highly and closely geared to electrical devices and we are constantly assured that these gadgets have no influence on lightning. All the same, I should be interested in a scientific opinion on this year's ration of thunderstorms and a verdict on whether they have been unusually prolonged and violent.

H.M.S. *CHAWTON*. There is little suggestive of the seaside and of marine matters in the small villages of Central Hampshire, yet the Grey Friar public house at Chawton was recently the scene of a handing-over-command ceremony of the minesweeper H.M.S. *Chawton*, based on Singapore and named, as many of its kind, after a Hampshire village. Perhaps Chawton and the Grey Friar have a better claim than most to be maritime. For the inn stands opposite Chawton Cottage, where Jane Austen wrote or revised the bulk of her famous novels and, all her life, her interest in ships and in sailors was kept alive by her devotion to two brothers, both of whom reached flag rank. From them descended a number of Austens still with us, one or more of whom usually attends the Jane Austen Society's annual meeting at Chawton House in July. And now the Grey Friar displays its ship's crest to compete with the many signs and notices and plaques on the charming cottage opposite in which Jane Austen thought of her brothers at sea and created her naval officers after their pattern.

THE OLD STAGER

ENTERTAINMENT

THE STORY OF DAVID

Being filmed on location in Israel

The exterior scenes of the film, one of the latest Biblical epics, were shot in Israel, on locations which the producers claim were those of the story of David and Saul. Then stars and technicians returned to the Associated British studios at Elstree, London, to shoot the interiors. The picture is being made in colour and widescreen. It stars Jeff Chandler as David, David Knight as Jonathan, Basil Sydney as Saul, and Barbara Shelley as Abigail. While in Israel, the film makers were guarded by Israeli troops on locations near the Jordanian border and by police while making scenes in villages whose inhabitants had never seen such a spectacle before. It is claimed that it is the first time such a lavish epic has been shot on location in Israel, where there are few facilities for film processing.

The Story of David is only one of a wave of Biblical epics set off by the huge success of William Wyler's *Ben-Hur*. M.G.M. are filming *The King of Kings* in Spain; *Esther and the King* is being made in Rome for release by 20th Century-Fox; and Columbia have announced that work has started on *Joseph and His Brethren* in Hollywood.

On location at Ein Kerem, a village near Jerusalem

Left: Barbara Shelley with an Israeli police officer. **Centre:** Sixteen-year-old Richard O'Sullivan. **Right:** Barbara Shelley and Jeff Chandler. **Below:** Extras on the march

The homecoming army of Saul is welcomed by the people of Gibeah. The scene was shot at the Convent of St. John at Ein Kerem

David Knight, Basil Sydney and David Davies with the director, Bob McNaught

Jeff Chandler as David rides in triumph

THE VOICE OF THE COMMON

INDIA

The long-standing dispute between India and Pakistan over the use of the waters of the rivers of the Indus Basin will officially come to a close in the third week of this month. A Water Treaty, which has been prepared in Washington (under the auspices of the World Bank), will be signed by President Ayub Khan of Pakistan and Prime Minister Nehru of India in Karachi on or about September 20. This will be a historic milestone in the evolution of the relationship between these two neighbouring countries.

The spirit of conciliatory give-and-take shown by negotiators on either side in the solving of this difficult problem augurs well for the future. Spokesmen on both sides have in recent weeks exchanged mutual tributes at the success of the negotiations. The redistribution of the waters of the six rivers, which is the basis of the present agreement, will cost approximately £375,000,000. This large-scale expenditure will be made possible by contributions by the World Bank, the Commonwealth, and other countries interested in ensuring stability in this vital area.

The Indus River system, consisting of the Indus Main and its five tributaries—Jhelum, Chenab, Ravi, Beas and Sutlej—is one of the major river systems of the world. Over 40,000,000 people, almost one-tenth of the combined population of India and Pakistan, live in this area, and a large majority of this population derive their livelihood, directly or indirectly, from the waters of the Indus rivers. The six principal rivers of the Basin have a total length, with their tributaries, of 5,600 miles. Over the course of several decades an irrigation system was developed in the Indus Basin and constituted the largest single network of canals in the world.

The partition of the Punjab following the Independence Act of 1947 confronted the two States with difficult problems in the sharing of the waters of these rivers. The variation of the flow of each river from summer to winter and from year to year made this problem still more complex. India's ambitious programme of development projects required that the maximum use be made of the waters flowing through her territory. Pakistan objected. She could not permit India to divert the waters without making alternative arrangements to irrigate her lands. The problem thus became an engineering one. The World Bank realised the gravity of the issues involved and in 1951 offered its good offices in an attempt to find a solution to the dispute. It suggested that the two countries should seek to work out together a comprehensive plan for the use of the waters, which would substantially increase the amount of water effectively available to each country.

Following prolonged negotiations and inspections of the area by experts, a solution was worked out on the basis that the waters of the three western rivers (the Indus, Jhelum and Chenab) should be allocated entirely to Pakistan and those of the three eastern rivers (the Ravi, Beas and Sutlej) to India. India will be permitted to withdraw for her own use the waters of the three eastern rivers now flowing to Pakistan gradually over the next ten years. This period may be extended to thirteen years at Pakistan's request. In the meantime, Pakistan, with the help of India and other countries, will build alternative extensive link canals and storage dams to make the maximum use of the waters of the three western rivers. The replacement works are to be paid for by India.

The objective of the plan, in the words of a World Bank official, " is to accomplish adequate replacement of the waters diverted from the existing uses in Pakistan and also to provide a substantial element of development for both countries and finally to discover means by which such a plan is to be financed." The plan for the building of substitute link canals in Pakistan is of very large magnitude. The costs involved were found to be beyond the capacity of the two countries to finance. The World Bank estimated that the total financing required, including both local currency and foreign exchange, would be in the neighbourhood of £350,000,000 and that the construction of the works would take approximately ten years.

That an agreement has now been reached, both on the mechanics of engineering and of finance, is a tribute to the statesmanship displayed by the officials of the World Bank on the one hand and the representatives of Pakistan and India on the other. This development may well prove to be a turning point in the history of Indo-Pakistan relationship. Several political considerations beset the negotiators on either side. All these were not allowed to hold back the agreement. Economic necessities called the tune. The well-wishers of both countries hope that other outstanding disputes between these two nations will also be solved in a similar spirit of give-and-take.

PAKISTAN

The conclusion of the Canal Water Treaty between India and Pakistan, for the signing of which Pandit Jawaharlal Nehru, Prime Minister of India, will come to Pakistan on September 19, is a major Commonwealth event. As such its significance extends far beyond the borders of India and Pakistan. A serious dispute between any two members of the Commonwealth always means a stress for the entire family. By the same token all disputes solved in a spirit of amicable co-operation make habitual those reflexes which constitute the main props of a voluntary association such as the Commonwealth.

That this was a serious dispute has never been in doubt. At one time, referring to this very dispute and possible stoppage of water supply to Pakistan, President Ayub said that there were other ways of dying than enduring the slow lingering death which stoppage of water would surely mean. The dispute arose at the emergence of India and Pakistan when the vagaries of frontier demarcation placed the headworks in India and the body of the canal system in Pakistan. Pakistan thought it had law on its side, but India was the upper riparian which meant, physically, it had the upper hand. The result was a complete deadlock.

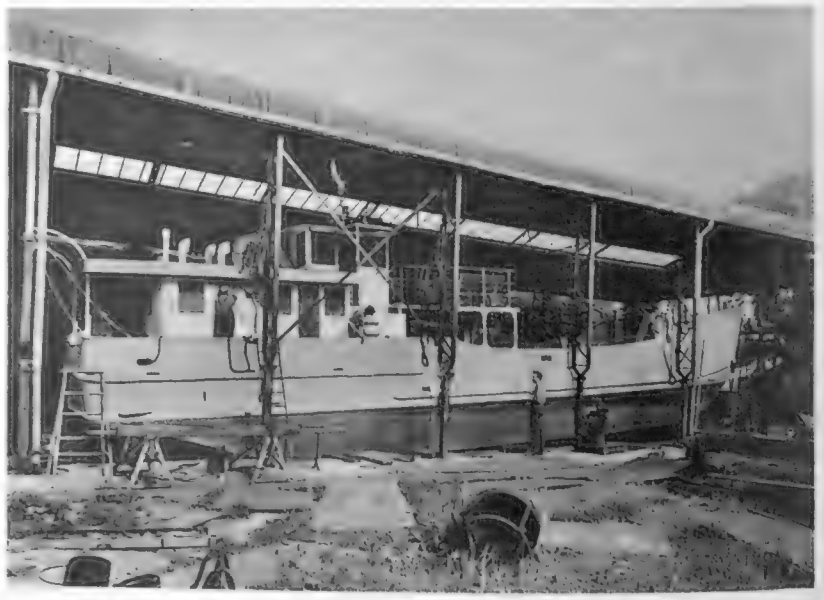
The solution embodied in the treaty about to be signed is what has been called an " engineering solution." Eventually India will have the waters of the three eastern rivers and Pakistan of the three western. Pakistan has ten to thirteen years in which to construct two large dams, one on the Jhelum and one on the Indus, five barrages and seven new link canals to replace water from the eastern rivers. During the construction period India will continue supplies, according to an agreed scale. India will pay a specified sum towards the cost of these works, which will go into the Indus Basin Development Fund to be set up by the World Bank. Other friendly countries will also contribute to this fund. The cost of these works will be over £350,000,000.

The implementation of the treaty will be entrusted to a commission, consisting of a nominee from each country. Any disputes arising will be settled either by a neutral expert or a court of arbitration according to detailed provisions contained in the treaty itself. Besides the spirit of give-and-take shown by both countries, the treaty is also a monument to the skill, patience, sympathy and sheer dogged perseverance on the part of the World Bank President and Vice-President.

The people of Pakistan and their leaders approach the signing of the Treaty with considerable satisfaction, but one can as easily notice some mixed feeling. Broadcasting to the people of Pakistan on the subject President Ayub said that the basis of the agreement was realism and pragmatism, as far as Pakistan was concerned. " Emotions," he said, " had no place in it, nor could they be allowed to have any, when the future and safety of millions of people were involved." The mixed feelings which Pakistanis may have about the treaty arise from a consideration of what they believe they had to give up to make it possible. Their giving it up provides, in its turn, some measure of their desire to settle their differences with India and develop friendly relations.

GHANA

Aid for the Congo continues to be the dominant theme in Ghana's external relations. Not only half her armed forces but a variety of experts—including doctors, administrators, meteorological staff, educationalists, radio operators and even a specialist in inland water transport—have been called in to do what they can to keep the wheels of national



Work nears completion in the yard of Thames Launch Works Ltd., at Twickenham, Middlesex, on the *River Monarch*. She is a landing-craft ordered for Eastern Nigeria, where she will carry tractors and other equipment to clear swamps for a big scheme for growing rice

WEALTH

The Indian and Pakistani views on the Indus Basin Treaty; Ghanaian aid to Congo; The death of Malaya's Ruler

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. Louw, the South African Minister for External Affairs, leaves a London hotel with his wife. He stopped in Britain on his way to New York for the United Nations Assembly so that he could have consultations with Mr. Macmillan. For this purpose he flew to Scotland, where the Prime Minister was on holiday. It was believed Mr. Louw was intending to ask what Britain's attitude was regarding the expected challenge from Ghana and other Afro-Asian countries to South Africa's title to rule in South-West Africa. This title originally derives from a League of Nations mandate

life turning. The generosity is open-handed to a degree. No one seems even to have raised the question of the cost, although this is bound to be considerable. In addition, a certain amount of strain and hazard is inseparable from an operation in which much has had to be improvised. A Ghanaian aeradio expert who was sent to Leopoldville in the early days of the crisis had the task of opening a channel from the airport to Accra. For three sleepless days and nights he experimented with the unfamiliar equipment abandoned by the Belgians. For food, he had to filch what he could from rations of local soldiery. On the third day the radio link was opened. A few weeks later a DC 4, manned by a United Arab Republic crew and carrying Ghanaian passengers (one of them the deputy director of Information Services) came down at night in the Congo River, fortunately without loss of life. Less happy was the sequel to a Leopoldville road accident in which a Ghanaian police officer was killed. The body was flown home for burial in his own village.

As was to be expected, Ghana also played an important role in the conference of independent African States which recently concluded in the Congo capital after six days of discussions behind closed doors. Three Ambassadors and two Ministers were in the eight-man delegation from Accra, and a well-staffed Press centre was manned and equipped by Ghana's Department of Information Services. Thirteen African nations were represented among the fifty-seven delegates and there were observers from Kenya, Angola, Ruanda-Urundi and Japan.

The final communique expressed not only solid support for the central Government of the new Republic but was outspoken about the need for supporting the United Nations. It referred with regret to "incidents" and called for "frank and loyal co-operation."

Such sentiments brought a steadying influence to bear on a situation that badly needed stability. From this viewpoint alone the Leopoldville conference was well worth while; but there was an even more valuable aspect. There seems little doubt that the meetings have paved the way towards an African "Summit." Indeed, the conference called for a meeting of the Heads of independent African States and referred to the "urgent character and great interest inherent in such an African Summit."

Although several conferences, representing both independent and dependent territories of Africa, have been held since Ghana organised the first one in 1958, there has not yet been a top-level get-together involving the Heads of States. Such a meeting now seems probable and there is no doubt of the importance it would have on the future.

MALAYA

His Majesty Sultan Hisammudin Alam Shah ibni Al-Marhum Sultan Alaiddin Suleiman Shah, the second Yang di-Pertuan Agong of the Federation of Malaya, passed away peacefully at 11.48 a.m. at the Istana Tetamu on September 1 at the age of sixty-two, exactly five months after the death of His Late Majesty, Tuanku Abdul Rahman, the first Yang di-Pertuan Agong, who died on April 1. The second Yang di-Pertuan Agong, who was elected to his high office on April 14, was to have been installed on the day he passed away. The installation ceremony had been cancelled when the serious nature of his illness was revealed.

The Prime Minister of the Federation of Malaya, in his broadcast over Radio Malaya on the night of September 1, said "It is my sad duty to come before you for a second time within a year to tell the nation of the sad news of the passing of a beloved Yang di-Pertuan Agong, Sultan Hisamuddin Alam Shah. . . . His Majesty was truly loved, especially by his subjects in Selangor, and in the few months since he was proclaimed Yang di-Pertuan Agong the nation had learned to love this simple and genial man who liked the simple things of life, particularly his flowers, his trees, and the animals which he reared.

"We have lost our beloved King for whom we would have pledged our true and undivided loyalty on this day—the day which was fixed for his installation. He died on the very hour in which he would formally become the King of Persekutuan Tanah Melayu.

"His reign, though short, opened a page in Malaya's history, for during those few months we have won fame abroad, both as a champion of small nations and as a country that has the distinction of fighting and winning a war against Communist terrorism. To-day His Majesty's Army has been invited to serve abroad in the cause of peace.

"His Majesty's last public act was to proclaim the end of the Emergency, and his last public duty was to take the review of the splendid parade of his Armed Forces as well as those from the Commonwealth. Now he is gone and Allah will receive him as a man who has lived a full life, nobly and dutifully, unselfishly and sincerely.

"The whole nation mourns his death. He has found his peace with Allah but he has left his memory with us. Let us ever keep it fresh and alive for all time. Tuanku Hisammudin is dead; long live the Yang di-Pertuan Agong."

Messages from all parts of the world flooded into Kuala Lumpur expressing regret at the death of the second Yang di-Pertuan Agong.

Members of the Little Ballet Troupe of Bombay arrive at Tilbury. Their first performances in Britain were at the Edinburgh Festival. Until today (Sept. 17) they are at the Scala Theatre, London

In an amphibious vehicle, Mr. V. K. Krishna Menon (sitting in front, on left), India's Defence Minister, tours flooded areas in Rohtak, west of Delhi. Monsoons had caused heavy loss of life

In the Bay of Naples: one of the races for the Flying Dutchman class during the Olympic Games. The class was won by Norway; Great Britain was seventh

Right: The Pacemaker Pilot six-seater runabout made by Port Hamble Ltd.

Below: The Pacemaker Princess, made by the same firm. She is a two-berth cruiser. Both models are supplied with outboard motors up to 80-h.p. single or twin screw, or a 65-h.p. inboard engine

GABOR DENES

YACHTING

When reviewing the National Boat Show in these pages early in the year I made this remark: " The average standard is very high, and the appearance here and there of shoddy, ill-designed or badly finished products is not really surprising in an industry which has grown rapidly under the impetus of previous boat shows and a boom in boating generally. There are bound to be newcomers, and while some of these . . . produce well designed and efficient craft, others . . . crash in, attracted by the prospect of quick gains." While drawing attention to this dangerous state of affairs, I was unable to offer a solution. I now find that mine could not have been the only voice crying " danger." I hear that the Executive Committee of the Ship and Boat Builders National Federation has taken up the issue. It is intended to work out a set of recognised standards for construction, equipment and use.

The task is not an easy one and it may take several years to achieve the desired result. A co-ordinating committee is to be appointed, whose work will be aided by technical sub-committees each dealing with one particular aspect, namely: Design in relation to hull form and safety; Methods of Construction (traditional, plywood, plastic, metal, etc.); Material Specifications (timber, metal, fabric, fastenings, glues, buoyancy, sails, spars) and, finally, Equipment and Machinery, both essential and desirable. This is a fine start, and the effort will be welcomed by everyone in the yachting industry, and by all yachtsmen. It will be of the greatest benefit to newcomers.

Work has been started on the construction of the new clubhouse of the Little Ship Club, on a Thames-side site just below Southwark Bridge. When completed—sometime in 1961—it will have a magnificent lecture hall seating over 350, in addition to all the usual club facilities, including bunk-rooms for out-of-town members. In thirty-three years this club has built up the largest membership of any similar organisation, in spite of the fact that it has never had a proper home of its own and has functioned only on certain evenings of the week. Its lectures and classes in navigation, seamanship and similar subjects have been the first of their kind and still draw large audiences. The club originally catered principally for the cruising man, but its sphere of interest has been extended, in accordance with present-day demands, to dinghy sailors, and for the third time this year a course specially designed for them is part of the winter programme of instruction. The new building is being financed by members in the form of debentures; there will be increased subscriptions; and all this speaks well of the loyalty of close on 4,000 yachtsmen who owe their allegiance to the Little Ship Club.

Looking ahead to the next (International) Boat Show, and the 1961 yachting season, I have just received details from Port Hamble Limited of the latest versions of their well-established " Pacemaker " line of small (19-ft.) motor craft, which have run successful trials recently. There are to be two basic models, the Princess two-berth cruiser and the Pilot six-seater runabout. Either model can be supplied with outboard motors up to 80-h.p. single or twin screw, or with the Volvo-Penta Aquamatic 65-h.p. inboard engine. The new Princess is fitted with a cabin roof ventilator and the water tank has been moved forward to offset the increased weight of the larger outboard motors which are now so popular. A wide range of extra equipment available for 1961 includes helmsman's windscreen, stainless steel pulpit, single lever controls, speedometer, compass and tachometer for outboard motors.

From the modern port of Lobito the Benguela railway runs through Angola, Congo and Rhodesia to Mozambique on the east coast of Africa

PORTUGAL'S EMPIRE

Life and Conditions in the African Territory of Angola

The phrase "the Empire on which the sun never sets" was coined by the Portuguese for their possessions in the sixteenth century. It was a justified boast, for the Pope had allotted half of the newly-discovered lands of the globe to the rulers in Lisbon. To-day, Portugal's Overseas Territories, as the colonies are now called, have shrunk in extent, but a curious feature of them is the way in which they have resisted the advance of Asian and African nationalism. Goa remains in spite of pressure from India, and Portuguese Timor, to the South of Indonesia, carries on, although the Dutch have been ousted from their half of the island. Macao has not been absorbed by China. Nor is there at present any sign of Pekin wishing to do so.

In recent months, as the Wind of Change has roared into a tempest, it has been asked how long the first of the great European Imperialist powers can continue to be the last. In particular will the changes in Africa affect Angola? This is the largest of the Overseas Territories and it has an area of slightly more than 480,000 sq. miles (fourteen times the size of Portugal itself).

Angola is bordered on the north by Congo, on the east by Rhodesia and on the south by South-West Africa. Five years ago the Portuguese showed they were not unaware of the possibility of new ideas infiltrating from these frontiers. They began subsidising White immigration at the rate of 11,000 people a year. This has raised the white population to around 170,000 out of a total of about 4,500,000. And the immigration scheme is continuing.

An Angolese woman smokes her pipe

In June, during the troublous prelude to the still more troubled independence of Congo, reinforcements of troops were dispatched from Lisbon. At the same time a Lisbon newspaper, reflecting what was presumably the official view, declared that what was happening in the Belgian Congo was "the most regrettable spectacle of abdication the world has witnessed in the past fifteen years." It went on to say "excited racialism" was "breeding a veritable chaos there," but claimed that "in the final analysis, the responsibility is more ascribable to the Whites than the Negroes."

Why is it that the Portuguese express such contempt for the well-intentioned policies of the former Colonial powers, and how is it the Overseas Territories have so far apparently managed to avoid chaos? The answer is perhaps to be found in a study of the Portuguese colonial system as exemplified in Angola.

The Portuguese have been in Angola for nearly 500 years. They discovered the Congo region in 1482. Luanda, the present Angolese capital, was founded in 1575. A new capital, Nova Lisboa, is now being built. The Dutch threw the Portuguese out of Angola in 1641 for seven years, but this is of little importance in five centuries of history. Until about 1900 the custom of regarding the native peoples as communities for exploitation—which was common to colonial powers—was observed. Indeed, the White population living permanently in the country consisted for the most part of administrators, soldiers and missionaries. The story of modern Angola really begins in 1951. In that year came the Constitutional Amendment which designated

(*Continued on following pages*)

A goods train crosses the Commandante Alvira Machado bridge over the Langue River

The Restinga residential district for the European population of Lobit

PORTUGAL'S EMPIRE

A swimming pool for employees of the Benguela railway in Nova Lisboa

African children bathe in a river while women wash clothes

(*Continued from previous page*)

the colonies as Overseas Territories, each of which enjoys, under its Governor, financial and administrative autonomy. Underlying this system is the principle of what is called " Assimilation," a concept which has to be considered both in theory and in practice. In theory Assimilation is the precise opposite of *Apartheid*. There is no distinction of race. What matters is the superiority and inferiority of cultures. At the top is Portuguese culture, and this should, " by the superior interests of the free exercise of Portuguese sovereignty," eventually lead to a mixed racial society. In other words, the natives, who are at the bottom of the cultural scale, should be drawn into a higher way of life. Therefore, there is no biological racial problem in Angola.

In practice, the reality cannot be said to come up to the ideal. This may be for economic reasons. The small population—both White and African—has never been able to develop the country's industrial potential. The chief resources are coffee, diamonds and certain other minerals and sisal. But most of the population live on the land. Angola has a system of forced labour. Every African male over the age of eighteen must work for at least six months annually on " contract " labour. This, it is argued, instills in him the lesson of the need for developing his own country and of the value of work as a " civilising " influence. Theoretically, the labourer is protected by law from " intimidations, threats or corporal punishment " by his employers. In practice, impartial observers who have seen something of the country are of the opinion that these regulations are sometimes abused.

One can perhaps sum up the system of goverment in Angola by terming it a Paternalism. Assimilation of cultures is a laudable object, but, as Britain has always known in its policies towards colonial, or underdeveloped territories, cultures cannot be forced. They must grow naturally.

Unless the growth is natural one must wonder whether it has any real chance of survival. Portugal may hope to remain splendidly isolated in Angola from the Wind of Change. But historically splendid isolation, even when applied to the United States of America or Russia, is a myth. It may be something of a fine gesture for Lisbon to look at other lands and talk of " spectacles of abdication." But can the lessons being learnt elsewhere in Africa be ignored?

to. Behind it is Lobito Bay

Houses built by the Benguela Railway Company for their African workers

Copper ingots are unloaded at Lobito docks

Sawing logs on a eucalyptus plantation

Sisal is hung to dry in the sun. Most of the sisal exports from Angola go to Portugal

A woman carrying her child on her back is among those pouring salt into barges

BRIAN VESEY-FITZGERALD

MUSHROOMS IN SEPTEMBER

When I was a boy we used to go "mushrooming," and those September expeditions remain among the pleasantest memories of my childhood. It is the expeditions rather than the mushrooms (although I am very fond of them) that I remember particularly: the outings and the bit of folk-lore that went with them. September was the first month with an "R" in it, and that meant that mushrooms were eatable. There would be mushrooms in the fields before September; indeed, the field mushroom is there for the gathering from early summer. But no countryman would then dream of taking them: they would not be eatable because there was no "R" in the month.

"Mushrooming" meant getting up very early in the morning. You had to be in the fields by six o'clock. I seem to remember that the idea was that you had to be in the fields before the farmhands, but, looking back, I do not think that the farmhands bothered about mushrooms in the morning: they collected theirs in the evenings. I am sure that the real reason for early rising was that, if you were not in the fields very early, you would find all the best of the crop taken by other children. Anyway, we would be out while the mist still hung in the hollows and the dew lay heavy on the grass. It is the dew I remember best of all: taking off my shoes and walking barefoot through the cold wet grass. The dew cool about your ankles, is one of the supreme sensations of life.

MUSHROOMS: Clumps of the cultivated variety

FUNGI: A large variety growing on an elm tree in Kent

The mushrooms were easy enough to find; you could fill a big basket in no time at all, especially if the night had been warm and moist, for they gleamed a pearly-white in the infant sunlight. The eye soon became accustomed, so that you saw the little "buttons" and the small ones with their pink edges just showing as easily as the big flat ones. I think that children are better at spotting mushrooms than adults—even farmhands, who ought to be pretty good at it—for often in the morning one would find mushrooms, a little frayed at the edges, that had been missed at the previous evening's gathering. All, irrespective of size, went into the basket, for there was a use for all of them. The big flat ones were fried with the breakfast bacon and tasted all the better for being personally picked. The others would be used in meat pies and puddings; and some, mostly horse mushrooms, with salt and vinegar, for making a relish or ketchup.

That name, horse mushroom, intrigued me even as a boy. There was then a firm belief in that part of Wales, actually I think that it was a firm belief among countrymen everywhere, that mushrooms grew best in fields grazed by horses. But these were the common field mushrooms. There seems, by the way, to be some foundation for this belief, because the field mushroom often appears in gardens where horse manure has been applied to the soil. On the other hand, the horse mushroom was thought to grow best in fields grazed by cattle. I do not think that there was any firm foundation for this belief, but I do remember this mushroom grew well near haystacks.

These two were the mushrooms of early morning picking. The horse mushroom was perfectly good to eat, though more often used for a relish because of its rather strong flavour. But we ate other fungi as well: the parasol mushroom, the blue leg, the milk cap and the puffball. I did not know their names then. I just knew that they were good to eat, especially the giant puffball, which you would sometimes find almost as big as a football. This, cut in slices and fried, was delicious. It had another use as well: country people, especially country men (who would shave only once a week and were, therefore, liable to nick themselves), allowed it to dry and then used it to stop bleeding. At one time doctors used it for the same purpose.

There were other fungi which we were warned never to eat. They were all lumped together as "toadstools" and all were said to be poisonous. Among them, I remember, was the tawny fungus, sometimes called the "beef-steak fungus," which grows on tree-trunks, sticking out more or less horizontally. This, we were assured as children, was terribly poisonous. So it came as a shock to me, undermining my faith in my parents' judgment, to find, when I made contact with gypsies, that the beef-steak fungus (*Fistulina hepatica*) was regarded by them as a delicacy. I have since then eaten it a good many times. The flesh is thick, streaked rather like a beetroot and full of red juice. I have never suffered any ill-effects. Yet I cannot say that I regard it as a delicacy: it is too acrid for my taste.

But the warning against toadstools was sound. It is better to stick to what you know: there are poisonous fungi. Although there must be a good many that have never been tried, there are perhaps only three which can be considered deadly: but there are a number that are highly indigestible and can cause most unpleasant illness, and might cause death in unhealthy persons.

There are a number of ways by which, it is said, you can tell edible fungi from the poisonous sorts. The most widely held of these beliefs is that edible fungi "peel" and that the poisonous ones do not. This is not true. The deadly Death Cap (*Amanita phalloides*) peels easily. Another widely held view is that poisonous fungi smell, edible ones do not. In fact, the field mushroom has a distinct odour: but all the three deadly species of *Amanita* are odourless.

The most ancient of all these beliefs, that the poisonous fungus will turn a silver spoon black, is equally untrue: it will not. There are also a number of strange ideas connected with removing the poisonous qualities in a fungus: for example, that if you put a metal skewer in the water in which fungi are cooked, any poison will attach itself to the metal and you can eat with safety. I should not care to try it myself.

Although these beliefs are still widely held (I have personally heard all of them, and those concerning the silver spoon and the metal skewer this year), they are not, fortunately, practised. The British are a cautious race, and so widespread is the fear of poison that, nowadays, virtually only the field mushroom is eaten and most people believe that only the cultivated mushroom, bought in a shop, is to be trusted. Early morning "mushrooming," even in country districts, has nearly died out. I think that it is a pity, because such real delicacies as the chanterelle are now known only to the few: a pity, because so few modern children know the delight of walking barefoot through the dew on a September morning: a pity, because the cultivated mushroom does not approach the flavour of the wild plant.

But, perhaps, it is just as well. For the simple truth of the matter is this: that there are only two ways by which one may distinguish the edible from the poisonous fungi, a slow way and a quick way. The slow way is to learn to distinguish between the various species by sight and few people have the time or patience for that. The quick way is to eat them. And there might be no future in that.

The Queen Mother speaks at the opening ceremony of the causeway. From left are Lord Macdonald, Lord Lieutenant of Inverness-shire; Mr. F. W. Walker, County Convener; Mr. I. R. Hilleary, Roads Convener; Mrs. Hilleary; and the Rev. William Macdonald, moderator of the Presbytery of Uist

GREAT DAY FOR THE UISTS

Last week, the Queen Mother paid her first visit to the Outer Hebrides when she opened the five-mile causeway across the North Ford, linking the islands of Benbecula and North Uist. With the last of the season's cattle sales in the morning and a Royal visit in the afternoon, North Uist had one of its busiest-ever days. In her opening speech, the Queen Mother called the occasion "a great event in the history of the Outer Hebrides." The completion of the roadway represents years of hard work; the local men who built it quarried 350,000 tons of rock. Costing £465,000, the causeway runs across North Ford from Benbecula to North Uist, by way of tidal waters and the island of Grimsay. Benbecula was already joined to South Uist by the South Ford Viaduct, completed in 1940. All the four islands can now be reached by vehicular traffic. Until the causeway was finished, the only means of communication between the islands was by small boat at high tide and by tractor and trailer at low tide. Doctors had to convey dangerously ill patients by boat from North Uist across the waters to Benbecula airport. The new 10-ft.-wide causeway will benefit the agricultural, tweed-making, seaweed-gathering, and tourist industries of the islands.

The new North Ford Causeway links Benbecula (foreground) to North Uist. It crosses the island of Grimsay

NEW LINKS IN THE HEBRIDES

By ELIZABETH COXHEAD

The approach to the North Ford Causeway, linking Benbecula and North Uist, which the Que

In the Outer Isles, most of the place-names are Scandinavian, and very strange they sound. Loch Trollamarig, near Tarbert, in Harris, seemed to me pure Ibsen. There if anywhere, I thought, I might meet Peer Gynt, and so in a sense I did. The track, in places as steep as the one up Ben Nevis, climbed over five miles of desolate moorland, and then swooped down to the sea. What I hadn't expected was that there would be people still *living* at the other end of it. Twelve at Rainingadale to the north. Two single men at Moliginish to the south, one of whom I encountered, with his dog, on his way back from inspecting his thirty sheep.

He has no cow, no boat. It is one of the Hebridean tragedies that places like this, which depended for their communications on the sea, should be so much more isolated now that the use of small boats has been largely lost. He has a radio but it does not work, and there is no means of getting it repaired. Everything the communities need must be brought on somebody's back over the five miles and 1,000 ft. of moor. But when I commiserated with him on his hard life, he said with a gentle smile: " I am growing up with it, and I am not noticing it."

It doesn't seem possible that a guided missile range should exist in the same world with this crofter. But that 's the Hebrides for you, a land of astonishing contrasts. You will see primitive houses with, outside them, smart new cars.

Since the war it has been, too, a land of violent change, in which the new causeway between North Uist and Benbecula marks one more step. Gone forever will be the romantic passage by pony and trap over the shifting sands of the North Ford. North Uist, a sternly Protestant island, will be directly linked with South Uist, a no less fervently Roman Catholic one, and Benbecula will no longer be in quite the same way a buffer-state. Some of the mild boom and bustle which the rocket range has brought to the South Uist capital of Lochboisdale will be transferred to the North Uist capital of Lochmaddy.

The Range itself hardly deserves the amount of ink that 's been spilled over it. It is an unimpressive spectacle, little more than three hangars and a water-tower, and you need to be right on the spot to see a rocket fired. The material for the Range is brought over in flat-bottomed landing craft and dumped on the hard white sands of the South Ford at low tide, and then removed by lorry. Many of the men are there on short training courses and do not really meet the islanders. Those who are permanent are encouraged to take up mountain-climbing or canoeing or bird-watching, and genuinely enjoy these things, unlike the servicemen stationed in the Hebrides during the war, most of whom were bored silly. The people in the nearest crofting village have made friends with them, particularly one charming old lady, in whose cottage there is always a cup of tea for a soldier. To tease her, somebody asked if she hadn't visited the Range yet. " Ach, no," she answered, looking very worried, " for you see, they have a word at the gate, that you must say, and it is changed every day, and I can't get to find out what it is! "

One of the bridges on the 5½-mile causeway in the Outer Hebrides

Seaweed, which provides one

Much more impact on the island life has been made by industry. In the Uists, there 's the alginate (seaweed) industry, based on the " tangle of the Isles." It is seasonal, but the crofter who really puts his back into seaweed-collecting after a storm can earn as much as £30 a week, and I was told by a director of the company that he paid out £25,000 in wages last year. The stuff is dried and processed on the islands, which gives more work, and then it goes off to play its part in " making water stand up straight " in custard and ice-cream and similar manufactures, and seems to have a dozen other uses, too.

In Lewis and Harris there is the tweed, an ancient craft, of course, but now highly mechanised. The actual weaving is still done by hand, or rather by foot, on elaborate treadle-looms costing over a hundred pounds each—wherever you go you hear their clackety-clack, usually proceeding from a shed attached to a cottage. But the wool is dyed and spun and prepared for the loom in one of several large factories in Stornoway. Then the woven cloth goes back to the factory and is shrunk and pressed and finished there. The end-product is much lighter and more supple, and more generally acceptable to American and English markets, than the old completely handmade stuff which a few diehards still produce in Harris.

There is even an industry in happy-go-lucky Barra, which otherwise is exactly the island of Sir Compton Mackenzie's novels, with a water-front full of colourful characters—he hasn't exaggerated a bit. His former home overlooks a magnificent beach of cockleshell sand, and large amounts of this are now being scooped up and carted away by lorry for poultry grit. The same beach—but a different part of it, I hasten to add—serves as the Barra airfield. It is a charming sight to see the daily small aeroplane skim down on to the sands, and the Gaelic-speaking passengers get into it as casually as though it were a bus.

The skill and efficiency that Hebrideans bring to these various complicated processes give the lie to the legend that they do not take kindly to industrialisation. I suggest that the reverse is true. The workpeople in the tweed mill I visited had the same almost absent-minded deftness of the hosiery workers in my native Midlands, and many of them had been employed there for twenty years. A director of the alginate industry told me he was constantly astonished by the crofter's ingenuity with any kind of machinery. Those who go to sea make first-rate marine engineers. If farms were bigger and the land easier to work, crofters would mechanise as exuberantly as any peasant characters in a Russian propaganda film.

What does not suit the Celtic temperament, it seems to me, is precisely the sort of life the climate and soil impose—the hard, unassisted drudgery of the croft. Not that they are lazy about it now, whatever they may have been once. The setting up of the Crofters' Commission in 1955 brought them many advantages, but it also meant that sanctions could be applied against those who neglected their crofts. I saw a high standard of husbandry all down the fertile *machairs* on the west coasts

Other opened last week

The North Harris hills seen from the township of Ardhasaig on the island which gives its name to the world-famous tweed

Pre industries for the Uists, is unloaded from a lorry

Spinning at home in the old style

The Harris Tweed factory at Stornoway

of the Isles, and what was even more striking, the cultivation of tiny pocket-handkerchiefs of land among the stones all down the terrible eastern coasts. Here the rock outcrops so much that if you climb a hill, the landscape below you is not green or even brown but just grey. Compared to the mainland, the Isles are still thickly populated, and it seems a miracle that people can exist at all in some of these places. There are unseen sources of income—the merchant navy son or husband sending money home, the old-age pension, the dole.

But the young people will not stay, in spite of all that is being done to make life easier for them, the roads, the water and electricity schemes—a lot of the crofts now have both water and electric light. The population is declining, and it is ageing. A good proportion of the young men always did go off, mainly into the merchant navy, but now the girls leave, too. Hectorina, Murdina and Angusina—they have wonderful Christian names in Lewis—get themselves jobs in English hotels and hospitals. They write back to say how much nicer it is down there, and how glad they are to escape from the repressive Sabbatarianism of their native isle. A defiant letter on these lines appeared in the *Stornoway Gazette* while I was there—a straw in the wind perhaps, but a dozen others would start vibrating to it. Will the coming of television make a difference? It is promised in a year or two, and local enterprise, in rigging up a relay mast, has already procured it for Stornoway, where I spent the only dull evening of my month's tour. In place of the usual lively Hebridean gossip, we sat in silence before a play about the tribulations of life on a *Welsh* farm—for a change.

On Eriskay, the island of the Love Lilt, I was told there are forty vacant crofts. I saw several delightful ones. Eriskay has an excellent road, and two shops well stocked, like all Hebridean shops, with tins. It would not be a life of privation such as my friend of Trollamarig has to endure. It would just suit an English romantic wishing to write or paint, and in fact an English community of that kind *has* colonised a small island off Skye. But is that a general solution for the Hebrides?

There remains the tourist industry, on which great hopes are pinned. A ferry is planned, and will probably materialise, between Uig, in Skye, Lochmaddy, for the Uist group, and Tarbert, for the Lewis-Harris island. This means that the motorists will pour in in hundreds, instead of dozens, as at present, attracted by a scenery as beautiful as any in Europe, and by a sun which in June is capable of shining eighteen hours a day. They will bring the greatest revolution of all, for where are they to sleep? Scarcely any place but Stornoway has more than one modest hotel. The crofters are being urged to take visitors in their houses newly fitted with modern conveniences, but so far they show diffidence, and the island tradition has been to give hospitality, not to sell it.

And what about the language? Gaelic is still universal; the children play in it, the village youths bunt each other about in it. But it won't long survive a real tourist invasion. I have watched it die myself in Glen Brittle, the valley under the Skye Cuillin where all the English climbers stay. With it will go so much else that makes Hebrideans independent, and excitingly different from the rest of us conveyor-belt characters. "I *hate* tourism," somebody who knows the Isles very well suddenly burst out to me with real bitterness, and I am not sure that he is not right. Still, there has always been a good deal of heart-break about the Isles, and they have always somehow resisted outside interference and found their own solution. Their language and their monuments go back a very long way, and they were probably civilised when the rest of us were still barbarians. They may outlast us yet.

TRAVEL

THE CASTLES OF ITALY

By GORDON COOPER

The history of Italy is written in the stories of its castles; every one of them recalls a brief moment or an important period, great events or curious little episodes that belong only to the realm of anecdotes. There must be thousands of castles in the country, but here I can only make mention of a few of my especial favourites. From outside a castle has often a hostile appearance; but within there is a friendly welcome, a combination of security and tranquillity, a haven and a home. Dante knew the pleasure of those who live within the castle. "*Quei che un muro ed una fossa serra*" (Those locked in by wall and moat); and while some of us might feel constricted if we were locked in by walls and a moat, yet to the poet it was a symbol to express that bond of experience and affection which should unite all mankind.

Starting in the Aosta Valley, two outstanding castles are Issogne and Fénis. The former, the princely home of the Counts of Challant, is particularly notable for its interior, which is beautiful and contains many sumptuous rooms. Fénis, too, has an interesting interior, while its exterior presents a complicated system of towers and battlemented walls presenting a warlike appearance.

The Castello Scaligero at Sirmione on Lake Garda

Liguria is not an area of castles, although at Lerici there is a picturesquely situated one, at the top of a wooded promontory. This castle is now one of the most popular youth hostels in Europe. Not far distant is the fortress of Castracani at Sarzana; it dates from the fifteenth century.

In Lombardy, every visitor to Milan must have at least glimpsed the imposing Sforzesco Castle, which now houses a Museum of Ancient Art. Continuing eastwards, it is not until one reaches Lake Garda that another particularly interesting fortress is encountered: the castle of Sirmione. The Scaliger family, princes of Verona, erected it in 1250 as a reminder of their brilliant rule. It is a spectacular edifice with towers, battlemented walls and a drawbridge, and it is a most interesting monument of the age of the enlightened seigniory. There are other Scaliger castles in this part of Italy.

As one would expect, there are many castles in north-east Italy near the frontier; but the only one I will mention is that known as Buon Consiglio in Trento. It is one of the most important historical monuments in Italy. It possesses many frescoed rooms and it contains the Museum of the Risorgimento. I should add that the castles in the Bolzano area are numerous and of great interest, notably Castle Roncolo and Castle Cornedo. Around Merano, too, there is an important group of castles.

Now, a very special castle: San Giorgio at Mantua. It is one of the most interesting and most important historical monuments of its kind that Italy has to show. Outstanding is the castle room—the Room of the Bridal Pair—which Mantegna completely frescoed, making it one of the loveliest achievements in Italian art. West of Mantua and south of Milan the Castle of Pavia merits a mention.

Continuing southwards, there is the Estense Castle of Ferrara, one of the most imposing masterpieces of military architecture of late medieval times. The castle comprises a series of richly decorated rooms as befitted a Court of very high rank like that of the Estense family. Indeed this is one of the most imposing visions that one takes back from a visit to Italy. Continuing along the mid-Adriatic coast, the only front-rank historical monument is Gradara Castle, a few miles north of Pesaro. It is interesting on account of the history of the art of military warfare to which it brought notable progress. Legend claims that the tragedy of Paolo, Malatesta and Francesca da Rimini occurred in this castle. Not far distant, but inland, is the Ducal Palace of Urbino, although it is more palace than castle. It merits a special visit, for the interior of this imposing edifice contains many lovely things, including the National Gallery of The Marches.

In Tuscany I remember, with pleasure, the Emperor's Castle at Prato and the most interesting castle in Poppi (north of Arezzo). Then, from Siena, I recently visited rewarding castles at Brolio, Monteriggioni, Pienza, and Montalcino—the village here would be an idyllic spot for a quiet holiday, and there is an adequate local inn.

Every visitor to Rome has surely seen the Castle Sant' Angelo, which recalls the many famous people who have lodged within its walls. From Rome, a worthwhile excursion is to the castle of Bracciano, whose proportions are colossal and which is in an excellent state of preservation. It is a model of fifteenth century military architecture and also possesses an admirable interior. Then east of Rome the Castle of Aquila repays a visit, for it is one of the finest castles of its period.

On the road south to Naples, a short detour to visit the castle of Sermoneta is rewarding. When it was built it was considered impregnable. In Naples itself, the castles are more picturesque than interesting, although the Castle Sant' Elmo, on the Vomero hill, provides an extensive view over the city and the famous bay. I would mention, too, the castle on the island of Procida, and the Aragonese Castle of Ischia, each with a romantic past.

Finally, no description of Italian castles can omit a mention of those in Apulia. Many of them were the creation of that remarkable ruler Frederick II. They include the castles of Bari, Barletta, Lucera, and, above all, Castel del Monte which stands in utter solitude amid a deserted countryside. It is one of the best specimens of medieval military architecture, yet with its atmosphere of mystery one might think that it was an ancient pagan sepulchre adapted as a castle. Of all Frederick's castles not one excels del Monte in expressiveness and originality. It is, indeed, my favourite castle in all Italy.

A U.S. TOURIST ORGANISATION: AND NEW SERVICES

There is news that a Bill will shortly be presented to the House of Representatives in Washington with the object of setting up a United States Tourist Organisation with offices in London, Paris and other important cities throughout the world. These will meet a long-felt want, but it is unlikely that they will come into being before the middle of next year. In the meantime the T.W.A.'s U.S.A. Travel Information Bureau at 200, Piccadilly, London, W.1, which was opened earlier this year, will continue to be used as a source of information on all aspects of American travel. The United States must be one of the very few countries in the world these days not to maintain its own tourist organisation. Such an office in this country will be particularly welcome.

Businessmen will be interested to hear that first-class accommodation is to be re-introduced on B.E.A.'s London to Paris service from November 1, 1960. When papers have to be studied *en route* the extra space available is much appreciated.

An interesting new service has been introduced by French Railways for the benefit of passengers who have an hour or two to wait in Paris between trains, and have to find their way from the Gare du Nord to the Gare de Paris-Lyons. Hand luggage is looked after by the Transit-Cloak-Room Service. You leave this at your arrival station and you collect it at your departure station. This will enable passengers to have a meal in the centre of Paris without being cluttered up with briefcases and raincoats. The charge is reasonable; two new francs for each piece of luggage.

The improvement in train timings in France continues. The "Phocéen," between Paris and Marseilles, leaves the city thirty minutes later from October 2 and Train 33, between Paris and Bordeaux will arrive at 6-30 a.m. on October 2 next, instead of 6.55 thus providing a connection at Bordeaux with the 6.45 for Toulouse.

At long last there is an air connection between Portugal and Madeira by land plane. A twice weekly service has been started by Portuguese Airways between Lisbon and the new airport at Porto Santo, an island near Funchal. A ferry-boat connects between the two places. This undoubtedly marks the beginning of a new era for Madeira; direct flights from this country via Lisbon are being contemplated. This will be a great asset to holidaymakers who have not welcomed crossing the Bay of Biscay by ship during the winter months.

Another air service to Bermuda and Nassau is provided by Cunard-Eagle when their first fortnightly scheduled flight by Britannias starts on October 15. First and economy class passengers will be catered for.

Great efforts are being made to popularise the Canary Islands for winter and spring holidays. Agents and tour promoters are quoting minimum inclusive prices of eighty-five, eighty-nine and ninety-five guineas.

W. D. C. C.

J. J. Busson, the professional, Mr. G. Ware, the captain, F. Martin, the head greenkeeper

The 18th green with the clubhouse. The façade is a copy of the front of the seventeenth-century mansion which stood on the site

Mr. D. B. Smallshaw, and Mr. R. Odell

BRITAIN'S GREAT GOLF CLUBS

WOODCOTE PARK

The R.A.C.'s country club at Woodcote Park, near Epsom, was bought by the Club in 1913. In the 338 acres of parkland, besides facilities for members to play lawn tennis and croquet and to swim, there are two golf courses, one of 18 holes and the other of 9. Both have a chalky subsoil, which absorbs the rain. The Old Course, of 18 holes, is 6,500 yards long, with a Standard Scratch Score of 75. One of the three bogey three holes is a fine one-shotter, 185 yards in length with a double-plateau green. Of the six holes of bogey five, perhaps the 6th and the 18th are the best. The special features of the course are the wide fairways, large greens and absence of water hazards. There are no streams, ponds or ditches. Although at first sight it may appear easy to beat bogey for the course, the large, well-sited bunkers make the round deceptively difficult. The 9-hole course, which is known as the New or sometimes the Coronation, originally started as an 18-hole, but was redesigned in 1952. It can be played twice round to provide the full length, there being blue tees for the first half and maroon for the second. The total length is then 5,693 yards. There is a general consensus of opinion that the 11th is the best bogey three on either course. While the R.A.C. has an exclusively male membership, lady guests are always welcome.

The clubhouse is a large mansion, only sixteen miles from the R.A.C.'s headquarters in Pall Mall. It was built in 1936 on the site of the seventeenth-century structure destroyed by fire in 1931. The front of the building is a copy of the original mansion built by Richard Evelyn, the brother of the diarist John Evelyn. A curiosity still existing from this time is the underground ice-house, which was once used for storing meat, game and wine.

This is the last for this year of The Sphere's series BRITAIN'S GREAT GOLF CLUBS. The feature will be resumed in the spring of next year.

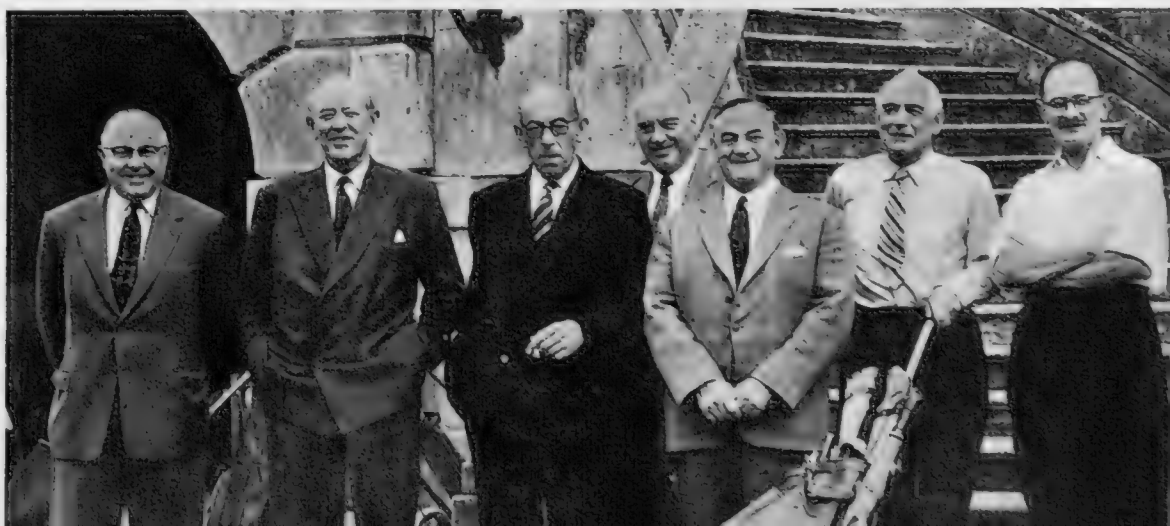
Mr. P. J. Pryce and caddie-master, A. R. Gearing

Mr. F. Watson, Mr. M. Watson, Mr. R. C. Williams and Mrs. "Andy" Polson

Mr. F. A. Hunt, D. Beard, assistant professional, Mr. F. Adey, Mr N. Cullen, Mr. P. Williams, Mr. F. Davison

Ringing the bell on the 16th fairway to let those following know that it is all clear to drive off

Mr. N. L. Smith, Sir Donald Perrott, Mr. R. Odell Mr. A. G. Polson, Mr. F. Taylor, Mr. R. C. Williams and Mr. R. Samwell—all ex-captains or members of the Golf Sub-committee



BOOKS

DEFENDING TOLSTOY'S WIFE

A biography of George Eliot; Leonard Woolf's autobiography; John Wyndham's new book leads this week's fiction

The great Tolstoy, when he married a girl of eighteen with whom he was passionately in love, could never with all his powers of foresight and divination have imagined that their forty-eight years of life together were to grow gradually into a special kind of domestic hell which ended for him only with his death and left a tormented and inconsolable widow. Many biographers and, through them, public opinion, have presented Countess Tolstoy as an impossibly demanding, sometimes raving termagant who made her famous husband's life a misery, alienated his friends and drove the writer himself to despair, but, as always, there was another side to their history and now Sonya Tolstoy has found "an unbriefed Counsel for the Defence."

Before her death, Lady Cynthia Asquith had completed her magnificent and comprehensive study of this strange couple, these "winged falcons in a snare," and MARRIED TO TOLSTOY (Hutchinson. 30s.) will, I believe, remain for many years and perhaps even permanently the least biased record of the ecstasies, disasters and constant exasperations of two people, both gifted in different degrees, both capable of deep affection and both, in many ways, quite intolerable to live with. Sonya had eleven children, managed her husband's house and much of his estate, was his gifted secretary and translator (she copied the manuscript of *War and Peace* no fewer than seven times), acted as hostess to myriad guests as well as being an efficient as well as, naturally, a practised nurse. She was also excessively highly strung, a circumstance exacerbated by child-bearing and her husband's often irrational demands and decisions. By the end of his life she had become a scourge to him and, as is clear from her diaries, to herself. Lady Cynthia's book does its powerful best, nevertheless, to show the importance of her place in Tolstoy's existence and the courage with which she met insuperable problems.

There could scarcely be a greater contrast between the subject of the last book and Margaret Crompton's GEORGE ELIOT: THE WOMAN (Cassell. 25s.). This is a biography of the writer who had both a *succès d'estime* and a great popular following during the second half of the nineteenth century, but whose novels are virtually unknown to young readers to-day. Having in the past week asked no fewer than four twenty-year-olds to name one of her books, and not having had one correct answer, I am sadly aware that that is true. George Eliot was born Mary Ann Evans, one of the children in a prosperous and rigidly conventional Midland family. She was a plain but exceptionally intelligent child and later, as a young woman conscientiously keeping house for her father, she yearned for something outside the dull confines of domesticity; some way of using the powers which she knew very well she possessed. At first as a translator and then as a novelist in her own right she adopted a man's name as her pseudonym and made it famous. Such novels as *Middlemarch, Adam Bede* and *The Mill on the Floss* were widely read and praised.

"Plain, heavy, sensitive and no longer even young," as Margaret Crompton writes, it was an immense shock to her family and friends when she fell in love with a married man, George Lewes, who was a critic and literary editor, and went away with him to begin an association of mutual happiness which lasted twenty-five years. After his death she married—I had almost written "remarried," so respectable and accepted had this long liaison become, but some months after the wedding she died and was buried next to Lewes' grave in Highgate. As soon as Mary Ann Evans had the shaping of her own life it was a happy one. Indeed, as she herself wrote to a friend: "I am one of those perhaps exceptional people whose early childish dreams were much less happy than the real outcome of life." Margaret Crompton has written about her with great perception and in a style which is both restrained and elegant.

THE WINTER'S TALE at the Memorial Theatre, Stratford-upon-Avon. Susan Maryott (Perdita) and Dinsdale Landen (Florizel) kneel, watched by Paul Hardwick (Camillo) and Patrick Allen (Polixenes). Directed by Peter Wood, Shakespeare's comedy forms the sixth and final production of the Stratford season

SOWING (Hogarth Press. 21s.) is Mr. Leonard Woolf's autobiography of the years from 1880 to 1904, the years of his childhood and his young manhood until, after five years at Cambridge, he left for Ceylon and the Civil Service. It was while he was at Trinity that Mr. Woolf first met the beautiful girl he later married and with whom he founded a highly individual publishing house. She was Virginia, daughter of that brilliant man of letters, Sir Leslie Stephen, and sister of Vanessa, who herself married one of Mr. Woolf's university friends, Clive Bell. Reading of Cambridge as it was nearly sixty years ago, one is struck by the distinction of the young men who shared its duties and its enchanting pleasures with the author. Lytton Strachey was a contemporary and a friend. So were Desmond MacCarthy, Maynard Keynes, Roger Fry and E. M. Forster. It would be comforting to be assured that there were comparable talents budding there now. Perhaps there are. In any case, Mr. Woolf has brought to life the Cambridge and the companionship of his own youth with a felicitously light and charming touch.

REFUGE IN ENGLAND

The autobiography of Fred Uhlman

In some people extraordinary events are met with a fortitude which makes them seem almost commonplace. During the twentieth century in most of Europe except England, war and terrorism has meant the migration of hundreds of thousands of refugees, who have abandoned their homes, livelihoods and even native tongues. This pattern of vicissitudes forms the framework of THE MAKING OF AN ENGLISHMAN (Gollancz. 25s.). The author, Fred Uhlman, was born fifty-nine years ago of Jewish parents in Stuttgart; he is now an Englishman living in Hampstead. His autobiography, written in that clear, lucid prose which foreigners who learn English seem to manage sometimes better than the English themselves, tells of his wanderings in Europe.

The Germany of two wars and the hectic period between is vividly described. Always conscious of anti-semitism, Fred Uhlman learnt classics at school, went to University, first to study dentistry and then law. For a period he joined a duelling corps at Freiburg reserved for Jews. With Hitler sweeping into power, helped, as the author points out, by the Communists, Fred Uhlman, then a lawyer, was forced to leave Germany. In France he tried several jobs before discovering his aptitude as a painter. No one was more surprised than he. From there to Spain and then to England. In a scene of wry comedy, the author describes the interview with his prospective father-in-law Sir Henry Page Croft, whose interpreter read aloud an account of the illustrious origins of the family. The book is a readable and enjoyable piece of work, full of unexpected glimpses of national character. Perhaps one of the most interesting sections deals with Mr. Uhlman's painful transition from a natural primitif painter to an artist conscious that the acquisition of technique meant the loss of part of his childlike vision.

The vision of Honoré Daumier was far from childlike. His lithographs and caricatures of bourgeois nineteenth-century Paris were seen every week in the Press for many years. But their social biting satire and topical point concealed that Daumier was also a masterly painter, whose influence on later generations has perhaps been underestimated. DAUMIER DRAWINGS (Thomas Yoseloff. 63s.), by K. E. Maison contains 150 reproductions of his work. The author is an acknowledged expert on forgeries, and Daumier suffered from forgery more than most artists. It is, therefore, a pleasure to possess this well-produced volume, which culminates in the drawings of Don Quixote, the magnificent series of a tall, gaunt man journeying on a donkey.

Following Dr. Schapera's scholarly two-volume collection of David Livingstone's family letters comes LIVINGSTONE'S PRIVATE JOURNALS 1851-1853 (Chatto and Windus. 35s.). Dr. Schapera has provided exhaustive footnotes to the story of the explorer's two journeys in north-western Rhodesia, amid tribal movements and warfare. The plain, matter-of-fact prose reveals a Livingstone greatly interested in natural history and helps to elucidate the character of this extraordinary man, whose missionary fervour was only equalled by his explorer's zeal.

In recent years, Byron has risen in critical esteem, and his poems, full of jokes and social satire, are now seen apart from the context of the Romantic Revolution. In BYRON AND THE SPOILER'S ART (Chatto and Windus. 18s.), Paul West discusses the poet's output by reference rather to other poets and writers than to Byron's personal life. (It seems unlikely that for some time any book will supersede Leslie Marchand's monumental three-volume biography of the poet.) No book on Byron can be dull, since there is so much wit to record, but Mr. West does not help his case by drawing parallels between Byron and Hemingway.

SYMBOLS, SIGNS AND THEIR MEANING (Leonard Hill. 50s.), by Arnold Whittick is a mammoth compilation of traditional and familiar symbolism. Although possibly a valuable catalogue, much of it seems supererogatory and superficial.

J. W.

Mr. John Wyndham is a writer of endless ingenuity and, quite often, alarming imagination, as anyone who read *The Day of the Triffids* will remember. I always thought of the triffids as animated pylons and I 've never felt quite the same about the electric grid system since. However. Mr. Wyndham's new novel is TROUBLE WITH LICHEN (Michael Joseph. 13s. 6d.) and, as you might expect, it is concerned with a perfectly new development, this time a scientific one. A man who owns and directs a chemical research station somewhere in the English countryside discovers a number of new chemical formulæ useful for one practical purpose or another, and successively sells them to commercial concerns, receiving a royalty on each product. He works with a team of highly-trained chemists, male and female, and is sometimes inclined to regard his establishment as a kind of Lonely Hearts Bureau. Nevertheless, the work done is serious and important, and never more so than when he discovers a preparation which will prolong human life for two or three times its normal span. What happens to this, in the way of unwelcome publicity, scandal, violence and murder I will leave to Mr. Wyndham to tell you, only preparing you for an odd and exciting book.

FAUSTO AND ANNA (Collins. 16s.) is by an Italian author, Carlo Cassola, and it has been admirably translated by Miss Isabel Quigly, with great feeling for its simple and direct narrative. It is the love story of a young man, the son of a lawyer, who is in rebellion against the principles and conventions by which his family live and tries to convert his girl to his radical ideas. When he finds that she is essentially in agreement with his people, he joins the partisans in their fight against the Germans, in the hope that the Communist creed will give him the satisfaction he wants. Disillusioned at last, he goes back to the girl to find that she is happily married. Touching, effective and by no means naïve.

Quite often one reads two novels in succession which are a complete contrast to each other, but more rarely does the same author produce two such. Mr. Glendon Swarthout is one of these versatile writers, for he, having given us *They Came To Cordura*, has now produced WHERE THE BOYS ARE (Heinemann. 16s.), a hair-raising saga of life as it is lived by university students on holiday in Florida. The girl who tells the tale of her experiences—and her room mate's—is called Merrit, and she is a tall, pretty student who says of herself: " I may not be feminine but I 'm damn ample," and is willing to experiment something more than mildly with her opposite numbers. It is riotous, funny, shocking and informative in a depressing kind of way. I should say that it was not good reading for parents with daughters at American universities.

GREAT STORIES FROM THE WORLD OF SPORT (Heinemann. 21s.) is a very fine anthology and by no means as hearty as its title would indicate to the un-sportive. There are, for instance, stories by Evelyn Waugh on school sports (an extract from *Decline and Fall*, this) and by Tolstoy on hunting. P. G. Wodehouse writes about golf and opens with the inimitable line: " It was a morning when all nature shouted: ' Fore ! ' " You will find Arnold Bennett on soccer, Ring Lardner on baseball and John Arlott on cricket, among many, many others, but the beauty of the volume is that each contribution is a good story in its own right and not a painstaking survey of the sport in question.

Two thrillers to finish with are THE MAN FROM NOWHERE (Crime Club. 10s. 6d.), by Joan Fleming, an ingenious but slightly whimsy tale of murder among the village gossips, and DANGEROUS TO LEAN OUT (Heinemann. 15s.), a rather more adventurous piece of work by Mr. Kevin Fitzgerald, which swings between London and Athens and is amusing as well as exciting. **Vernon Fane**

From left: Maidie Andrews, Nora Nicholson, Una Venning, Sybil Thorndike, Maureen Delany, Marie Löhr, Norah Blaney, Mary Clare, and Edith Day

WAITING IN THE WINGS *at the Duke of York's Theatre*

Noël Coward's fiftieth play to be produced is set in a charity home for retired actresses. Although a comedy, it contains the sadness and sentiment inherent in such a subject. A glittering cast has been assembled, led by Dame Sybil Thorndike. Marie Löhr plays a tragedy queen without a sense of humour; Maidie Andrews, Norah Blaney, and Edith Day relive the old songs of musical comedy; Maureen Delany plays an Irish actress whose long career in melodrama colours her offstage life; and Nora Nicholson is a romantic heroine going gently mad. Although there is little plot, the comedy captures that peculiarly emotional atmosphere of life backstage.

Sir Lewis Casson and Dame Sybil Thorndike

Graham Payn and Jessica Dunning

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Hugh Beaver

In 1946, Sir Hugh Beaver became managing director of Arthur Guinness Son and Co. Ltd.; since December of last year he has been joint managing director of the company with Mr. Alan Lennox-Boyd, C.H. Sir Hugh has had an extremely varied career. He was born in 1890, and went to Wellington College as a scholar in 1904. (From 1955 to this year he was chairman of the governing board of the College.) In 1910 he went out to India, returning in 1921 to become assistant to Sir Alexander Gibb when the latter established the firm of consulting engineers, Sir Alexander Gibb and Partners. On behalf of the firm he spent 1931 in Canada advising on Canadian National Ports, and directing the rebuilding of St. John Harbour, New Brunswick. In that year he became a partner of the firm: his interest lay in the development of industrial engineering, and he was concerned in the re-industrialisation of depressed areas. In 1940 Sir Hugh became Director-General of the Ministry of Works. After the war he was a member of the Reith New Towns Committee. In the 1950's he was, variously, chairman of the Advisory Council of the Department of Scientific and Industrial Research, chairman of the committee on Power Station Construction, chairman of the British Institute of Management, and chairman of the Committee on Air Pollution, which led to the Clean Air Act. (He is a member of the Clean Air Council.) Until this year he was a director of the Colonial Development Corporation. He is a past president of the F.B.I. and of the Institution of Chemical Engineers. Since 1956, Sir Hugh Beaver has been a director of the steel company, Richard Thomas and Baldwins. He was knighted in 1943 for war work, received the O.B.E. in 1956, and has been awarded honorary doctorates at Cambridge, the National University of Ireland, and Trinity College, Dublin. His great interest since the war has been the emergence of industry as the conscious successor to the individual patrons of the past. Among his enthusiasms are archæology, antiquities, and the garden of his Sussex home. His specialities are early English water-colours and the etchings of D. Y. Cameron

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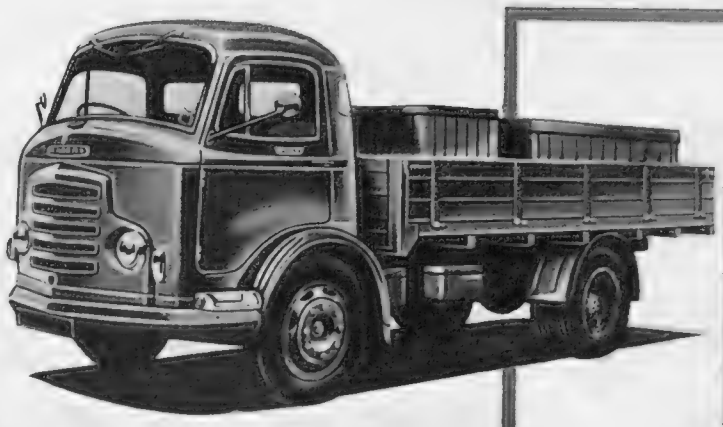

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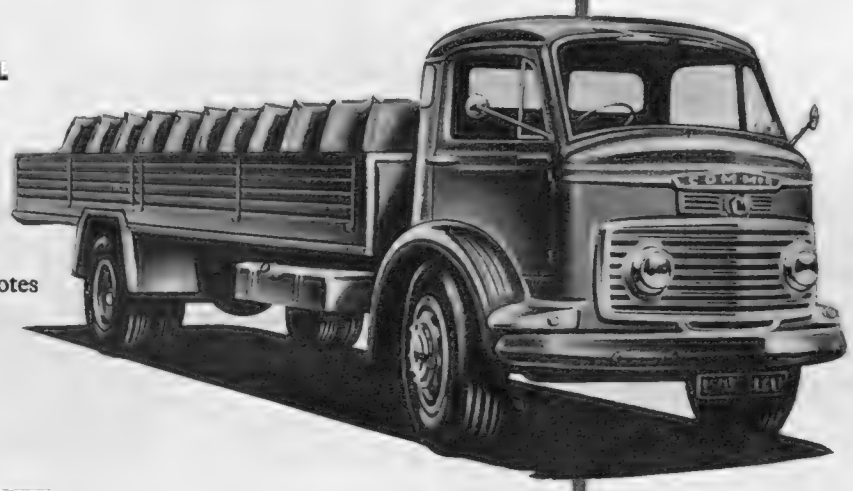

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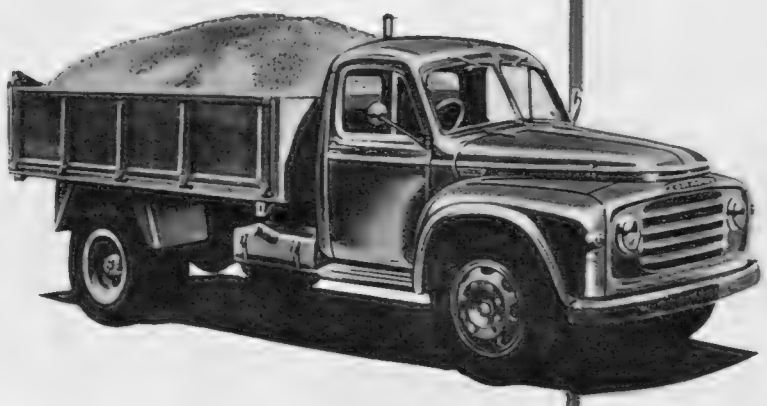

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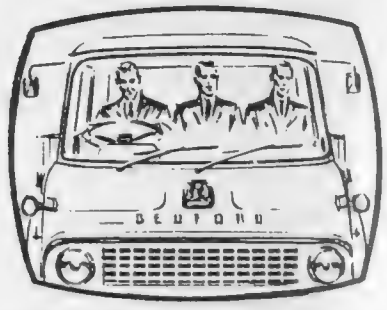

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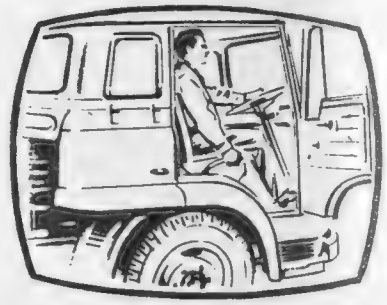

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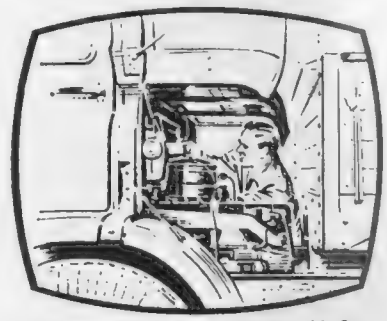

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THE HEAVY END OF THE INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Twice this year, within about a month, Earls Court will be taken up with an exhibition of motor vehicles. The main difference between you and I, dear reader, who attend the second Motor Show itself in late October, and the prospective customers who attend the Commercial Motor Show at the end of September, is that they are people who know what they want to buy and have a direct and specific influence on what the manufacturers try to sell them. I am not impugning my fellow-motorists' taste in motor-cars. Has not readiness to hold forth on the virtues and shortcomings of almost every model on the market, whether one has ever owned it or not, become the national form of *aficion*? Nor am I impugning car-makers' anxiety to cater to whatever whims their market researchers calculate are dominant among us.

But the people who buy commercial vehicles are purchasing a piece of equipment to do a specific job; they often want it fitted, and may indeed want it built, to do that job; and very frequently they want to be provided with plausible figuring of what it will cost to do that job, in comparison with the other vehicles that might. This is a colder-blooded end of the motor market than the one in which the makers of passenger cars satisfy that complex of motives, ambitions and snobberies that the motivational researchers assure them are quite as important as our wish to get conveniently from A to B. All the commercial vehicle has to do is to get from A to B (and carry a little advertising on the side); but it has to do so quite a lot more efficiently than most private cars. In technical terms, little as we wish to be reminded of this as we swing out to pass, it is often a considerably more advanced vehicle.

In the first half of this year, British manufacturers produced some 236,000 commercial vehicles worth, at factory prices, just over £150 million; this was a record, topping 1959 by a third and 1955, the industry's previous best year, by more than a half. In numbers of vehicles, this production of lorries, vans and buses represented only about two-sevenths of the total produced by the motor industry; in value, it came closer to a third of the total for complete vehicles. To the maker — before dealer's commission and the Treasury's cut of purchase tax—the average passenger car brought in about £400 in the first half of this year; the average commercial vehicle or chassis was valued at about £630. The difference in value would be more marked by the time the vehicles actually were complete: a large proportion of the larger and more specialised vehicles are sold by the motor industry as chassis for completion by specialised body-builders.

That bald summary of the relative importance of commercial vehicles within the British motor industry as a whole conceals the rather special position that these vehicles, or at least particular sections of them, occupy in this country's automotive manufacture. In a sense, the manufacture of heavy commercial vehicles forms an industry within an industry, and one of quite a different kind from the major business, dominated by four of the "Big Five" motor companies, with whose market it partly overlaps and competes. The Commercial Motor Show brings together all these vehicles, from the general as well as the more specialised makers, as indeed they move together on the whole unceasing concourse of transport by road in Britain; customers for commercial vehicles, who include a far wider range of business than the road transport industry proper, examine and evaluate them together at Earls Court. The division is not a sharp one; year by year, the big passenger-car makers widen the range of commercial vehicles that they build. But the specialists do confine their activity largely to one part of this market; and in the continuing, rapid growth of Britain's "van and lorry population" it has recently been this heavy end of the industry that has been going forward fastest.

Loading a Thames Trader 108-in. W.B.6D, equipped with an Anthony 6-cubic-yard drop-side tipper

We are accustomed to thinking of the growth in the number of motor vehicles on Britain's roads as being primarily the widening of car ownership to a much larger proportion of the population, and certainly cars account for more than half of the vehicles on the road; but in fact, the vans and lorries have more than kept pace. As compared with 1938, there are to-day about two-and-a-half times as many cars on the road, but nearly three times as many goods vehicles (though the number of buses and taxis has hardly grown at all in twenty years).

In all, to-day, there are about 1,300,000 goods vehicles in use on Britain's roads (as against nearly 5,000,000 cars, perhaps 1,800,000 motorcycles and scooters, and 90,000 buses and taxi-cabs). Of these, about 750,000 are light trucks and vans of up to 1½ tons in unladen weight; and only about 15 per cent. of the total, some 200,000, are the heavier lorries of 3 tons and over. But while total sales of commercial vehicles on the home market have risen by nearly 100 per cent. over the last seven years, sales of these heavy vehicles have trebled, and exports have risen even faster. These are the trucks that carry the bulk of heavy and long-distance road traffic—not only for the road haulage firms and the nationalised British Road Services, but also for the ever-growing army of "C" licencees—business-operating lorries on their own account, carrying their own goods and nobody else's.

The great car companies produce perhaps 80 per cent. of the 400,000-odd commercial vehicles now turned out annually, and their share of the vehicles of up to 6 tons carrying capacity will be even higher. Four of them, the British Motor Corporation, Ford, Rootes and Vauxhall, produce comprehensive ranges of vehicles, up to 7 tons or more; Standard has only begun recently widening the range of commercial vehicles that it offers. But the largest commercial vehicle that any of these major companies produce is a 12-tonner; larger vehicles, and indeed much of the range of lorries above 7 tons, are produced mainly by about a dozen specialist builders. These makers, again, are mainly responsible for the building of public service vehicles, though Bedford (Vauxhall), Commer (Rootes) and Daimler (now Jaguar) are among car manufacturers represented in this specialist business.

For the specialists, commercial vehicle building is not an important secondary interest, demand for which has the advantage often of fluctuating at rather different times from demand for passenger cars; it is their whole business. With the car manufacturers now prepared and able to follow them quite a long way up the size range of lorries and coaches,

(*Continued overleaf*)

The heavy six-wheeled dumper vehicle, Model DT.1366, made by Atkinson Vehicles Ltd. It is similar to those supplied in quantity to South African Railways. The basic engine is the Gardner 6LX direct-injection diesel unit

YEAR AFTER YEAR

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Designed to meet today's challenging transport needs, A.E.C. buses, coaches and goods vehicles are unrivalled for stamina, operating economy and reliability under the most exacting and gruelling conditions.
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The A.E.C. 112 b.h.p. "Mercury" for really low operating costs. 14 tons gross weight; 18/22 tons train weight and four wheelbases from 8 ft. 9 in. to 17 ft. 3 in.

See the 1961 range on STAND 80

COMMERCIAL MOTOR TRANSPORT EXHIBITION
EARLS COURT, LONDON
SEPT 23rd—OCT 1st

A.E.C. LIMITED
SOUTHALL · MIDDLESEX

The London Transport "Routemaster" bus, designed by the London Transport Executive in conjunction with A.E.C. Limited and Park Royal Vehicles Ltd. This new double-decker, which has a number of advanced features, is now in regular production

The Austin A55 van, with a body capacity of 110 cubic feet, is powered by the B series 1,489-c.c. engine. It is one of the most popular of the vehicles in the Austin range

(*Continued from previous page*)

the specialists have to hold their customers by an increased pace of technical advance. Competition is making the average big lorry a much more efficient vehicle than it was a few years ago.

The heavy end of the market, amounting to perhaps 45,000-50,000 heavy vehicles a year, is an industry itself dominated by two major producers, Leyland and A.C.V.; together they probably account for two-thirds of the total number of heavy vehicles produced. Leyland, which commands possibly 40 per cent. of the business, is the most integrated of any of these heavy vehicle producers; it has a foundry and makes its own engines, selling quite a proportion indeed to other lorry and bus builders; it owns Albion and Scammell, plus a wide range of overseas subsidiaries assembling or partly manufacturing its vehicles on the spot. Little of Leyland's output of vehicles and chassis is subject to competition from the vehicles made by car manufacturers; none of A.C.V.'s, since this group makes nothing smaller than the 14-ton A.E.C. Mercury.

The A.C.V. group makes its own engines, and is particularly well placed in the market for heavy goods vehicles and chassis; in addition to A.E.C., it owns two body-building subsidiaries, Park Royal Vehicles and C. H. Roe. Some 40 per cent. of its output is exported, and of late the group has been increasing facilities for assembly overseas. Other substantial producers, though on a smaller scale, include Fodens, Transport Equipment (a subsidiary of Thornycroft), Dennis, E.R.F., and Atkinson. Not all these producers make their own engines: this is an industry of specialist assemblers, often to some extent of custom-built vehicles, using diesel engines from a number of independent outside

The new Bedford light pick-up was announced at the beginning of September. It has a large, roomy cab and can carry a payload of half a ton. The power is provided by the new Vauxhall 2·6-litre, 6-cylinder engine, fitted to the Velox and Cresta. The vehicle has 15-in. wheels giving a low loading height. *Left:* A number of important changes have been made to the Bedford light van. All four variants now have 13-in. wheels and their payload capacity has been increased

The Morris-Commercial 1½-ton F.G. dropside truck has exceptional all-round visibility from the driving cab to facilitate manœuvring and reduce driving fatigue

producers, and sometimes selling the chassis for a body built by another specialist to the customer's requirement to be put on.

In such a market mass production is out of the question (though some of the biggest producers use common axle units and basic components in a number of their standard sizes of vehicle); the accent has to be on craftsmanship and on innovations that offer the user greater efficiency to cut his costs. One of the things that surprises any outsider looking at modern motor vehicles as a whole is that the technical innovations such as air suspension, independent suspension all round, new types of automatic transmission or clutch, and disc brakes, tend to be offered much earlier and more generally in the heavy lorry or bus than they do in passenger cars. The competition, not only in making the vehicles but in using them, is more demanding; matters such as the most comfortable position and arrangement of controls for the driver, in which the odd science called " ergonomics " is nowadays enlisted to aid the designer, pay off in better-kept timetables and easier maintenance for these large and costly pieces of capital equipment.

It is true that size and weight may not put such constraints on the designer of a large vehicle as they do on his colleague with a small car on the drawing board; the engine can be placed where it is most convenient, and power assistance offered wherever the controls require it. On the other hand, payload is at a premium and deadweight has to be minimised; it is no accident that so far the most general introduction of light alloys and of plastic materials such as fibreglass into the motor industry has come in buses and heavy lorries. There was more than a tinge of truth in London Transport's advertising of " a costly chauffeur-

(Continued overleaf)

COMMERCIAL MOTOR EXHIBITION, EARL'S COURT.

STAND 68

A Whole Show in itself!

ERF Model 68G Tipper, with Gardner 6-cylinder oil engine. End tipping, large capacity alloy body has twin under-floor tipping rams.

ERF Model 68G, with Gardner 6-cylinder oil engine. A type of ERF transport with bulk body for specialised requirements.

ERF Model 44G, carrying Ransome & Rapier concrete mixer for mixing during transportation. Mixer unit capacity is 3½ cu. yds.

The vehicles shown are just a few examples of ERF fitness for the job. There's a wide range of other models from 6 tons to 75 tons capacity.

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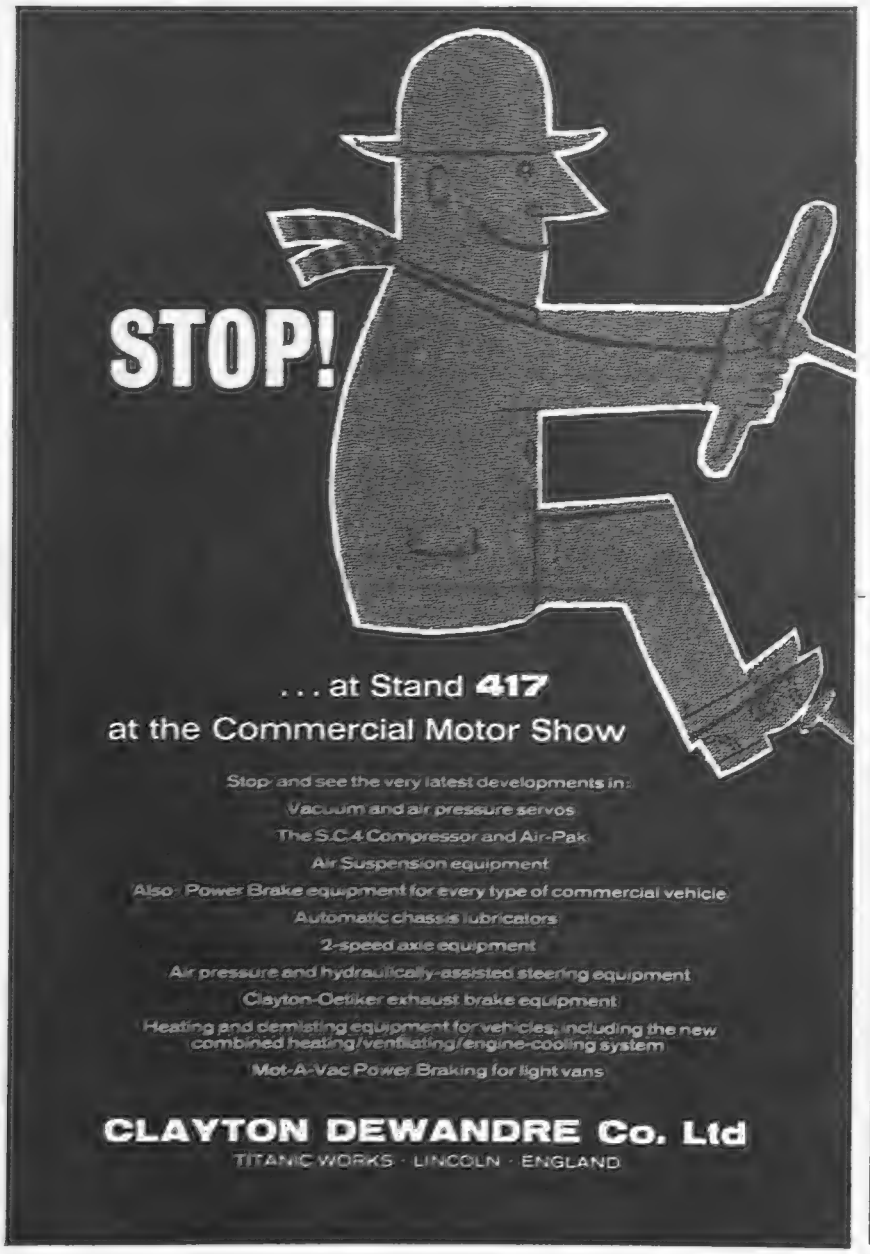

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driven vehicle specially designed and built for the demands of London traffic"; and the special coach that Midland Red operates on the London-Birmingham motorway, built to cruise at 70 m.p.h., is probably more at home with sustained high-speed motoring than 95 per cent. of the vehicles that it passes.

These specialised makers, and indeed the commercial vehicle industry in general, took some time to recover from a spell of slack demand in 1956-57; but since early last year they have been enjoying a boom. That boom was to some extent stimulated by the removal of purchase tax from commercial vehicles in the 1959 budget, which encouraged many companies to go ahead with the replacements they had been deferring; and the election result, once again, gave the private road haulage operators the green light by wiping away their fears of re-nationalisation. Sales have gone full steam ahead this year, too. What about the longer-range prospects of the market?

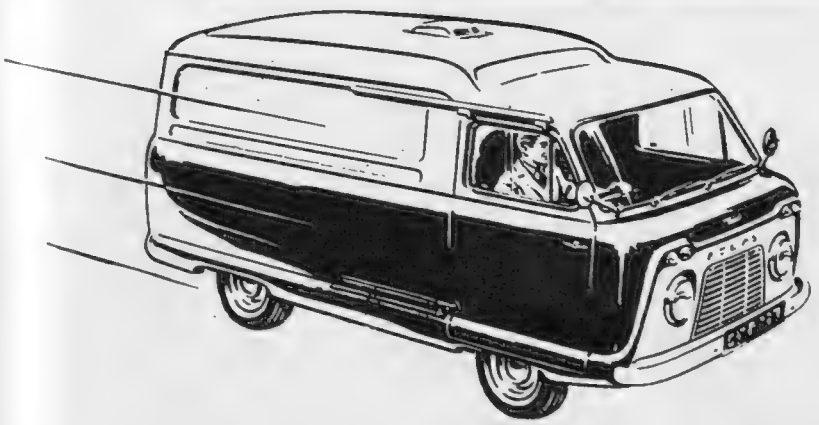
The statistical trend that offers the industry the most encouragement is one that has recently been produced by the Ministry of Transport regarding the development of inland goods traffic. These estimates suggest that since 1938 the volume of internal transport in Britain may have nearly doubled—to say 45,000,000,000 ton-miles. But within this general increase railway traffic has risen hardly at all; whereas in 1938 it accounted for perhaps two-thirds of the traffic hauled, to-day its share is nearer one-third. Goods transport by road appears roughly to have trebled. More detailed statistics kept over the last couple of years suggest that goods traffic by road is still rising by about 6 per cent. a year; rail has been doing better than before during the last twelve months, but is still rising more slowly than road transport. Greater freedom to compete in charging and, if the promised reforms have their effect, perhaps greater all-round efficiency, may in future make the railways stronger competitors once more. But it seems doubtful whether they can stem the switch of traffic over to the roads, which augurs well for the future demand for goods vehicles, in particular for heavy ones.

There are swings as well as roundabouts in every business. In the transport of goods the makers of commercial vehicles are benefiting from what is apparently an irresistible impulse to send one's goods by road, often in one's own truck. In the transport of human beings they are suffering from a similar impulse to travel in one's own car. The general situation of the British bus system, private as well as nationalised or run by local authorities, has not been a happy one in recent years, though there are certain exceptions such as long-distance coaches. Bus fleets, whether they are well patronised or not, tend to be used pretty intensively, and a fairly large proportion of the first new ones supplied in the early post-war years must now be ready for replacement, so there is perhaps no need to expect any very sharp fall in demand. But it is equally difficult to foresee any rapid expansion—until, perhaps, our city streets become finally too choked to admit private cars, and urban transport comes back into favour.

Future trends in the market for commercial vehicles, therefore, are somewhat mixed. But it is as well to bear in mind that buses and coaches, though individually costly and profitable vehicles to build, form a very small percentage of the total market, even in value. Inside Britain, for example, in 1958, only £16,000,000 was spent by public service operators in buying new buses and coaches; industry in the same year spent £150,000,000 on roads goods vehicles. There may be elements of possible decline in the British market for commercial vehicles; but the lion's share of the market still shows a triumphantly upward trend.

A Land-Rover fitted out as a mobile workshop by Price's (Earl Shilton) Limited. This is only one of many roles that this versatile vehicle plays to-day all over the world

Heard about the other ATLAS*?*



There's another Atlas on the way. Look out for it. Apart from a big 'plus', there will be all the unique features of the existing 948 c.c. Atlas range: front suspension, engine and gearbox removable as one unit for lightning maintenance or replacement; tighter turning circle for easier driving and parking; greater capacity cuts delivery costs.

more power to the

STANDARD ATLAS 10/12 cwt

—SEE THE NEW ATLAS AT THE COMMERCIAL SHOW SEPT. 23—OCT. 1

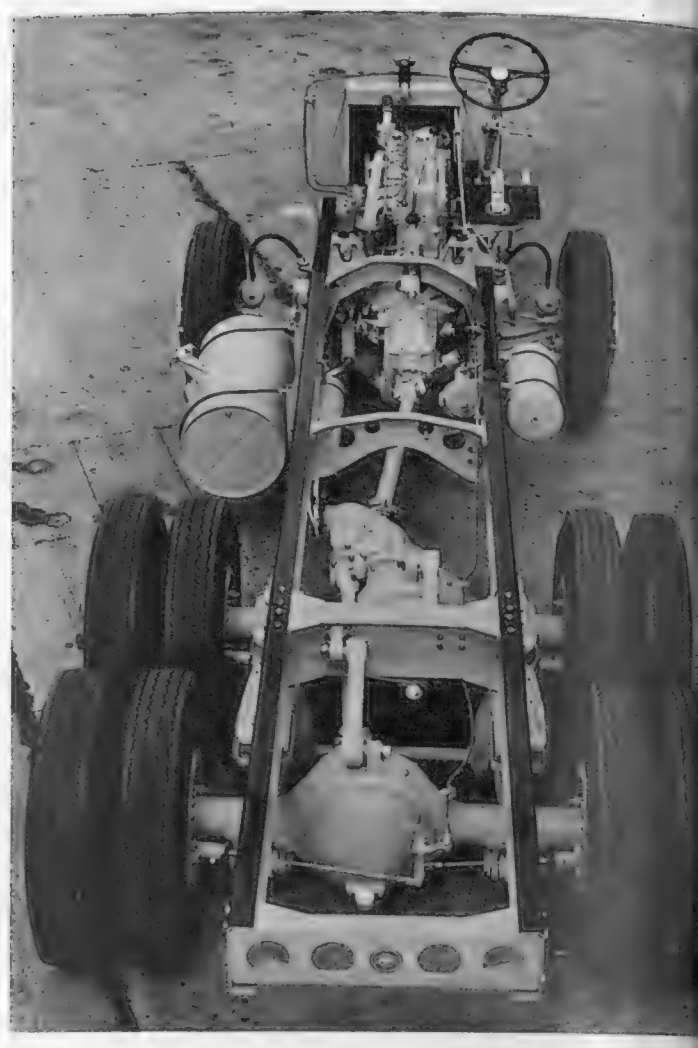
STANDARD TRIUMPH

STANDARD-TRIUMPH GROUP, COVENTRY

LONDON SHOWROOMS: BERKELEY SQUARE

A Karrier " Bantam," fitted with Edghill Autostair equipment, services a Pan American Jet Clipper at London Airport. The stairway is designed to be in service thirty seconds after the vehicle is alongside

A new type of road-rail vehicle, developed by British Railways and the Pressed Steel Company of Cowley, Oxford, is known as the Roadrailer. It has been designed to run as easily on the road as on railway lines. *Left:* The Roadrailer is coupled to an articulated lorry for the collection or delivery of freight. Its rail wheels are in the retracted position. *Right:* A rear view of the vehicles shows the road wheels retracted for running on railway lines. Roadrailers have a payload capacity of 11 tons. Their design was based upon that of a vehicle used in the U.S. by the Chesapeake and Ohio Railway



The A.E.C. " Marshal " medium-weight 3-axle chassis, announced earlier in the year, is designed especially for overseas territories where axle loads are severely limited by legislation. The six-wheel, 20-ton truck is powered by an A.E.C. 6-cylinder direct-injection, vertical diesel engine developing 112 b.h.p. at 2,000 r.p.m. Westinghouse air pressure brakes are fitted to the truck

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CVS-272

What's new in Austin Commercials since the last C.V. Show?

New 30 cwt., 2, 3 and 4 ton range proved to cut fatigue by nearly two-thirds

This new range has been designed for a wide variety of users. Advanced safety and fatigue-reducing features make it doubly welcome. A leading Industrial Research Unit tested the new cab against a conventional forward control cab and proved it cut driver fatigue by **just on two-thirds.** Important safety features include panoramic visibility (with special parking portholes) and cab doors that don't open beyond the width of the vehicle. The ingenious cab has an easy two-step entry and exit. Low decks make for easier loading. Availability—petrol or diesel, platform or dropside, chassis or chassis/cab. Prices are astonishingly low:

30 *cwt. from* £530 3 *ton from* £636
2 *ton from* £586 4 *ton from* £696

NEW 5 TONNER

with luxury cab and full-view wraparound screen

Austin 5 tonners offer: normal or forward control; 5.1 litre B.M.C. diesel engine or 4 litre O.H.V. petrol; platform, dropside or chassis/scuttle/cab. Prime movers (15 ton gross train weight) and normal control tippers.

STOP PRESS

Brand new 10/12 cwt. forward control van

160 cu. ft. capacity—enough for 57 orange boxes! Easy small-wheel loading. 1489 c.c. engine.
Superb handling—33 ft. turning circle. Independent front suspension. Wraparound safety vision screen. Synchromesh gearbox with floor lever. Sliding or hinged cab doors. Total cab comfort.
Pininfarina-styled too! First ever British commercial vehicle styled by top Italian designer Pininfarina. **Price from £470.**

AND THE NEW 5 CWT. VAN

46½ cu. ft. load space; 850 c.c. O.H.V. engine, transversely mounted; front wheel drive; independent rubber suspension on all wheels; engine/gearbox/axle drive in one unit. Averages up to 50 m.p.g. **And only £360.**

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The sturdy Gipsy is now available with either 90 in. or 111 in. wheelbase. Both versions offer: 2.2 litre petrol or diesel engine; independent front suspension; rear wheel drive, front wheel drive or four wheel drive. In blue, green, fawn or grey. With canvas wraparound tilt, hardtop (£50 extra) or as pick-up on S.W.B. Pick-up only on L.W.B. S.W.B. £650 (petrol); £755 (diesel). L.W.B. £720 (petrol); £830 (diesel).

See them at EARLS COURT – STAND 71

Every van and truck in the all-purpose ¼ to 7 ton Austin commercial range is warranted for 12 months and backed by B.M.C. Service—Britain's best service and parts organisation.

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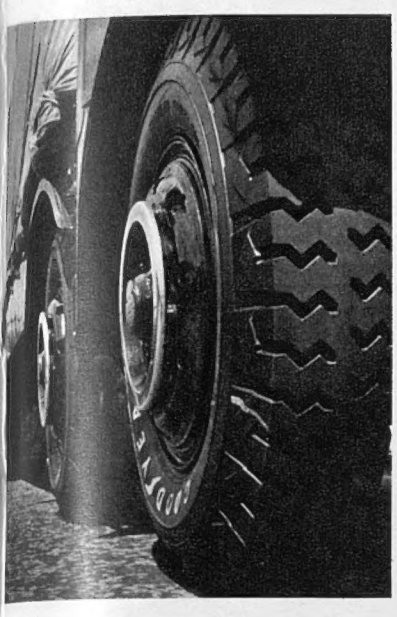
THE COMMERCIAL MOTOR SHOW

VEHICLES FOR EVERY TASK

By COURTENAY EDWARDS



A Bowaters vehicle with Goodyear "Cross Rib" 3-T nylon tyres

The Morris quarter-ton runabout is a light all-steel vehicle for nurserymen, farmers and builders. It uses the engine of the Morris 1000

The Standard 6-cwt. pick-up truck has a 948-c.c. engine and is designed for the same market

The versatility of Britain's motor manufacturers has never been more effectively demonstrated than at the Commercial Motor Show which Mr. Marples, Minister of Transport, is to open at Earls Court next Friday (September 23). Exhibits by a booming industry which is currently building more than 9,000 vehicles a week will range from tiny, front-wheel-drive, 850-c.c. delivery vans to massive eight-wheel tippers with a gross laden weight of 24 tons or more. Modest, economical runabouts of the estate-car type will be ranged alongside huge tractors designed to pull articulated vehicles and others with special sand tyres and long-range tanks for tough desert operation. There will be humble mobile shops evolved for the convenience of housewives living deep in the country; and 72-passenger coaches built for the motorways of the world and fitted with air suspension and disc brakes.

Visitors to Earls Court will marvel at the variety of vehicles based on the same ubiquitous chassis: variants like fire engines, ambulances, mobile offices, breakdown trucks and motorised caravans. This is an international show, held every other year, and products of British industry can be compared with exhibits from France and Germany.

One of these days we may see at the Commercial Show jet-age lorries of the "Hovertruck" type: trucks without wheels and supported by a cushion of air created by the downward thrust of their specially adapted engines. Experimental "ground effect" vehicles of this type are under development by the Hawker-Siddeley Group, but whether they will eventually appear at Earls Court or at the Farnborough Air Show is a question that no one has yet seriously considered. For the time being, technical advances among the exhibits at the Commercial Show opening next week will be more a matter of refinement than revolution. Perhaps the greatest single advance relates to the increased comfort and safety of the men who drive British-built vans and trucks day and night, day in and day out.

The vogue of the forward-control truck, with the engine neatly tucked away under or behind the cab, has made a big contribution to this humanitarian, safety-first trend. It has freed the cab from engine fumes and excessive heat, afforded more space for the crew, and given much greater ease of access. Cabs are dust- and draught-proof to a much greater degree than even a couple of years ago. There are sprung steering wheels, powered steering and even power-assisted hand-brakes. Seats are adjustable and often upholstered in foam rubber. Coat hooks are fitted and there is provision for radio, and grab handles now make it easier to get in and out. Tools are easy to get at and the vital driving controls are much more sensibly placed. Sun visors are no longer regarded as effeminate, twin wipers clear a greater area of more screens, heaters and demisters work better, and driver fatigue is reduced in many other ways.

The eight-wheel tipper, made by E.R.F. Ltd., of Sandbach, in Cheshire, has a capacity of 22 cub. yards. It is powered by a Gardner 6.LX 6-cylinder engine

With more and more motorways thrusting across the countries of Europe and the New World it is not surprising that Britain's 1960 Show brings evidence that engines are growing in size and increasing in variety to give higher cruising speeds, longer life between overhauls and better fuel economy. Visitors will note progress—steady rather than spectacular—in the use of disc brakes, air springing and powered steering. More forward-control models will be seen, front-wheel-drive vehicles are being shown by Dennis of Guildford and Renault of France, and there will be interesting examples of turbo-charging systems which use exhaust gases to drive a blower which "feeds" back into the engine power which would otherwise go to waste. This device is of special value in high-altitude operation.

On diesel engines, of which there will be some interesting new models, not yet announced, a growing tendency will be noted towards the wider adoption of distributor-type fuel pumps in place of the more costly (though lighter and more compact) in-line injector pumps. A number of manufacturers have adopted smaller 16-in. wheels to provide lower loading levels, and on the new Bedford range of forward-control vehicles transmission brakes are a modern application of an old idea. The brand new Bedford TK range of Vauxhall Motors will attract a great deal of interest at Earls Court. With the engine mounted vertically—and accessibly—in a separate compartment behind the low-floored, three-man cab, the new Bedfords mark a new approach to forward-control design. The TK range includes lorries, tippers and tractor units in five different load ratings between 4 and 12 tons. There is a choice of petrol or diesel engines and transmission details.

Leyland Motors, probably the world's largest exporters of heavy-duty vehicles, are showing a new range of trucks (14 to 24 tons) with three basic models: the four-wheel Beaver, six-wheel Hippo and eight-wheel Octopus. They are powered by the new 9·8 or 11·1-litre Power-Plus diesels.

Austin and Morris, the British Motor Corporation "twins," are both showing a wide selection of vans, trucks and commercial vehicles which in many cases offer a choice of petrol or diesel engine and alternative gearboxes. The newly-announced ¼-ton van, based on B.M.C.'s front-wheel-drive 850-c.c. baby saloons and nicknamed "the errand boy of the '60's," will be strongly represented under both marque names. Customers will also have a chance to inspect the new five-speed gearbox recently made optionally available on all Austin and Morris 7-ton "702" trucks.

On the stands of the Ford Motor Company will be a range catering for payloads between 5 cwt. and 7 tons, and will include nine vehicles from the popular Thames range. The 5- and 7-ton straight-frame Thames Traders have a new braking system with constant-vacuum servo assistance.

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(*Continued from previous page*)

Showing for the first time will be the Rootes Group's new ¾-ton, 1½-litre forward-control Commer range, including delivery vans, passenger vehicles, mobile shops and a motorised caravan. There will also be a big selection of other Commer and Karrier models ranging from the 7-cwt. Cob to the 12-ton tractor.

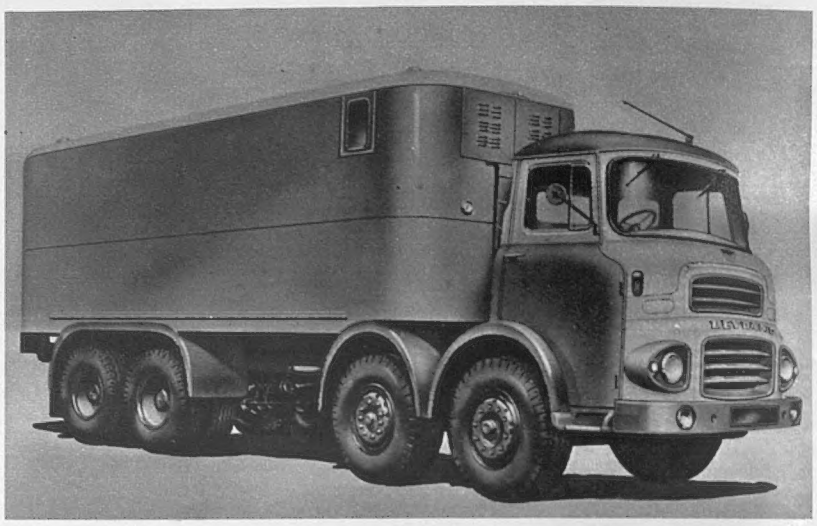
The 948-c.c., forward-control, large-capacity Atlas van and pick-up has given the Standard-Triumph organisation a useful stake in the commercial market, and it would not be surprising if at some future date this willing vehicle, with its low loading level, generous headroom and other virtues, were also offered with a bigger engine. Pride of place on the A.E.C. stand will be held by the new Regal Mk. VI, which replaces the Mk. IV as the firm's high-capacity, underfloor-engined passenger chassis. Also on view will be the new medium-weight Marshal chassis and one of London Transport's Routemaster double-decker buses with automatic transmission.

The British motor industry is rich in firms which have made their name as suppliers of heavy-duty trucks which are tailor-made to suit customers' needs in widely varying operating conditions. One such firm is E.R.F., who will have on show huge eight-wheel vehicles powered by Gardner diesels and a Rolls-Royce engined, eight-wheel dual-purpose tipper of 28 tons. Transport Equipment (Thornycroft) Limited are displaying the Antar Sandmaster tractor fitted with sand tyres for desert use, and the show also affords the rare opportunity of seeing samples of the Atkinson eight-wheelers, most of which go abroad. There will, appropriately, be a civil engineering theme for the Land-Rover stand, for this maid-of-all-work has been used on major contracts the world over. It is rumoured that this year's Show may see an important addition to the Dodge truck range, making the firm's line-up of heavy-duty vehicles the most complete in its history.

One of three Wulfrunian double-decker buses, which Guy Motors are showing, is a 72-seat specimen based on the chassis first displayed by Guy two years ago. It has disc brakes and a system of air suspension which keeps the floor level and at a constant height under all conditions.

A stand to visit in the component and accessory section is that of Clayton-Dewandre, specialists in braking, heating, air suspension and automatic chassis lubrication. In a full range of heavy-duty tyres for all purposes, Goodyear are showing for the first time their new Super Road Lug and Unisteel models. Perkins of Peterborough, the world's largest manufacturers of light-weight diesel engines, may spring a surprise this year. Their known models range in size from 1·6 to 5 litres. Motorists who normally take commercial vehicles for granted will find much to interest them as they wander round Earls Court, including such ingenious adaptations as the Dormobile range of Martin Walter.

A Thornycroft oilfield truck, shod with special sand tyres, is fitted with a Failing drilling rig for exploration duties in Libya



Eight-wheel 24-ton Leyland Octopus 240·10, one of the 1961 range of trunk road haulage models. Either a 140 b.h.p. or a 200 b.h.p. engine of the Power-Plus series diesel range, can be fitted. Power-assisted steering and handbrake, and diaphragm air-pressure brakes which act on three of the four axles, are standard fittings

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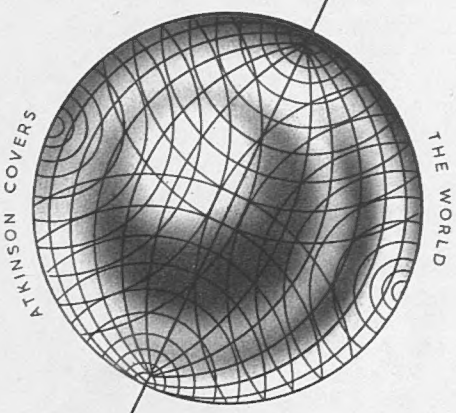

• ON STAND 59

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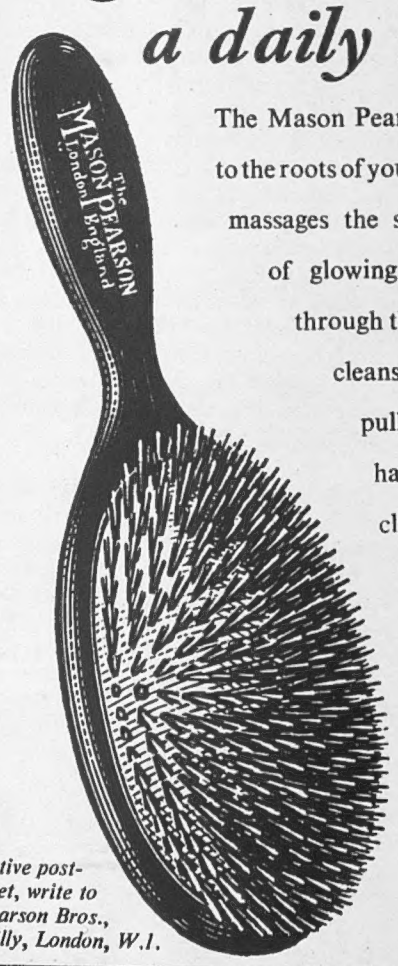

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

CORNISH CREAM AND CORNISH PASTIES are musts in visiting the south-west, but who has ever heard of Cornish Plums? Actually it is just a figment of speech which arose out of a chance remark of my wife who, on leaving one Cornish hotel last July, said: "That hotel is an absolute plum." During our South Cornwall tour we garnered quite a basket of hotel plums and I am glad to tell you about some of them.

The pick of the basket is surely, because of its size and prestige, *Tregenna Castle Hotel*, St. Ives. It not only seems to have everything for holiday pleasure and leisure but it is admirably managed for the British Transport Commission by Mr. Michael Curtis, who has the interests of his visitors, as well as the welfare of his staff, at heart. In these days of staff difficulties it was a pleasure to be served in such an efficient and friendly manner.

Now let us dip again into our basket. Ah! Here is a pretty medium-size fruit warm in the summer sunshine and diffused by the sub-tropical foliage around it—*Tresanton Hotel*, St. Mawes. What a divine spot this is. Consisting of two houses, Avalon and Tresanton, linked together by terraced gardens, an additional cottage has now been roped in, The Anchorage, and this, like the rest of the hotel, has been furnished and decorated in the most exquisite taste by Mrs. H. A. J. Silley, the wife of *Tresanton's* owner.

We would willingly have torn our itinerary into little shreds could we have but stayed here. Alas! every room was booked for weeks ahead. However, we were prevailed on by Mr. Ian Bulloch, *Tresanton's* able manager, to stay to lunch, and the memory of that tender fresh lobster, the accompanying *Pouilly Fume* and the picture view from the windows will long be remembered.

Both the above are lush plums, indeed. Now I will pass on to some lesser-known Cornish plums which, though smaller in size, are, in their own classes, particularly worthy of high awards of merit.

Off the old road that leads down to the quaint fishing harbour of Mevagissey . . . here will be found standing back from the road *Trevalsa Court Hotel*. Strolling around *Trevalsa's* attractively laid-out gardens it seemed heaven after the traffic impasse we had encountered in Mevagissey's narrow streets.

Here at *Trevalsa* one is not only lord of all that one surveys of sea and coastline, but through the garden gate one can trip down to what is ostensibly a private bathing beach, mercifully inaccessible by car.

The hotel is charmingly furnished in the best country-house style, and Mr. and Mrs. H. Fenton, now in their second season, are delighted with the nice type of people they had staying with them, all the result of personal recommendation.

The fact of the matter is that the Fentons run the hotel as they have been accustomed to running their own home—only the best of food is procured and so freshly cooked and served that they are building up a good name locally for meals that are interesting. In addition, they watch the finer points, so should you decide to have an autumn breather or a winter break you will find central heating throughout and a hot-water bottle in your bed.

As in the actual fruit, there are many strains of hotel plums, and my thoughts turn to four Cornish inns we visited in the course of our South Cornish peregrinations.

Travelling from east to west we were fortunate in being able to get about the only vacant room at *The Jubilee Inn*, Pelynt, near Looe, which the owner, Mr. F. J. Parkes, is now running himself with the aid of management. A couple of years or so back he remodelled and enlarged this then nondescript inn and, as a consequence, it attracts nightly visitors and residents from a wide radius for refreshments and snacks in the now most attractive bars or to lunch or dine. The latter in the holiday season can only be by reservation and is confined to two sittings, and consists of a *table d'hote* meal priced at 16s. Expensive? We did not think so. Otherwise we would not have dined there on two successive nights.

Our bedroom was most comfortable, with private bathroom attached.

Whilst there we took the opportunity of revisiting two inns which have been on our recommended list for a number of years. *The Punch Bowl* at Lanreath, just off the Looe/Lostwithiel road, and *The Old Ferry Inn* at Bodinnick.

The former, apart from a good centre from which to explore this section of Cornwall, is very much bound up with Cornish village life and is definitely a plum of its own species. The previous Mine Host, Mr. Scott Atkinson, has now retired, but we are glad to report that Mrs. E. M. Everett is an experienced hotelier from Bournemouth, and in conversation with her she told us of the wise alterations she is making this winter. Among these is an enlarged dining-room (the communal table of the previous owner has been scrapped).

At *The Old Ferry Inn*, Bodinnick, we found an admirable manager for Mrs. Bannerman, the owner, in Mr. W. Green. A great feature of *The Old Ferry* is the new garden wing, which provides a fantastically impressive view down the River Fowey to the sea. We stayed for lunch here. No attempt was made to window-dress the menu, but what we had was nicely presented and was appetising.

My linage is running low. I am nowhere near the bottom of my basket, but if going from east to west you are interested in some of our other Cornish plums, I shall be glad to send you particulars of any of the following.

DOWNDERRY—*Wide Sea Hotel.* LOOE—*Looe Hotel.* PORTLOE—*The Lugger.** VERYAN—*The Nare.** GERRANS BAY—*Pendower.** PORTSCATHO—*Eshcol House.** ROSEVINE—*Roseland Hotel.* ST. MAWES—*Rising Sun** and *Pen-Eglos.** TREGONY—*Wood's End Cottage.* FALMOUTH—*Falmouth, Bay,** *Greenbank* and *Florence Guest House.* MAWNAN SMITH—*Budock Vean Hotel.* MANACCAN—*Albia House.** MULLION—*Poldhu** and *Polurrian.** PRAH SANDS—*Prah Sands** and *Sea Croft.** PENZANCE—*Queens.* MOUSEHOLE—*Tavis Vor.* ST. IVES—*Garrack** and *St. Ives Bay Hotel.**

Those marked with an asterisk are closed from November to Easter.

Additional to the above I have, of course, other Cornish plums from the Newquay neighbourhood northwards.

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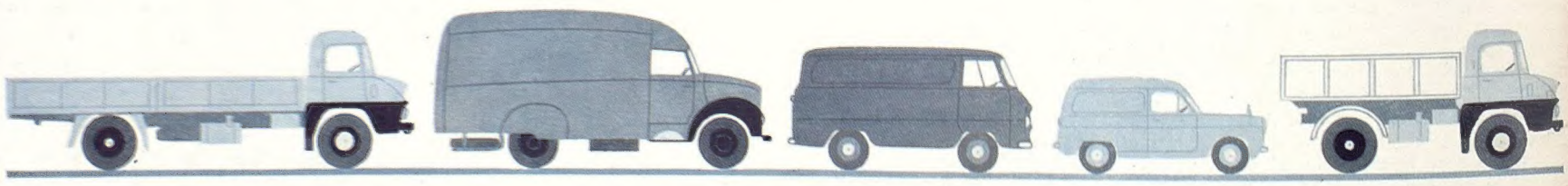

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